

## POLES TO SETTLE NEW GOVERNMENT THEIR OWN STYLE

Russia, Meanwhile, Names  
Committee to Carry On  
State Affairs

## WOMEN'S CHANCE

All Ministerial and Other  
Posts Will Be Open  
To Them

(Reuter's Agency War Service)  
Petrograd, March 30.—The  
Government has issued a proclamation  
that the Poles themselves will  
determine the form of their new  
government, at a Constituent As-  
sembly based on universal suffrage.

The Provisional Government has  
appointed a committee to settle the  
affairs of Poland, pending the  
establishment of a Polish State.

The speech of the Labor leader,  
Tschetze, was made at a great  
demonstration of the soldiers, who  
marched to the Duma, carrying  
banners inscribed: "Hurrah for the  
Republic!" "War to the Finish!"  
"Down with William!" etc. After  
Tschetze's speech, M. Rodzianko,  
President of the Duma, addressed  
the troops, promising to defer to all  
decisions of the Constituent As-  
sembly, including the distribution of  
estates among the people, if it so  
decided.

### Rodzianko's Popularity

The troops, with the greatest  
enthusiasm, carried M. Rodzianko  
on their shoulders into the Duma.

A deputation representing the  
Black Sea troops and the Black Sea  
Fleet has arrived and promised their  
support to the Government.

M. Rodzianko informed the Duma,  
today, that the situation at the front  
was very satisfactory. Owing to the  
thaw, no decisive action could be  
expected at present, but the enemy  
were concentrating their forces at  
various points.

It is announced that all Govern-  
ment posts, including ministerial  
appointments, will be open to  
women.

The former Premiers, Prince  
Golitsin and M. Gorenmykin, have  
been released.

### Kronstadt Works Resumb

Harbin, March 26.—A telegram  
from Petrograd, dated March 22,  
states that the Director of Kron-  
stadt, Deputy Nepoletoff, has notified  
the Minister of War that the fac-  
tories there have resumed work.

A telegram from Kleff states that  
Grand Duke Nicholas has arrived  
on a visit to his family.

A message from Petrograd says  
that the Commander-in-Chief of the  
Western Army, General Evert, has  
been dismissed and that General  
Lechitsky has been appointed in his  
place.

A telegram from Habanovsk re-  
ports that, while making a search  
in the study of the ex-Governor,  
General Gondatti, a member of the  
Provisional Committee discovered  
one and a half pounds of opium.  
Arrest High Officers

The Vladivostock Executive Com-  
mittee has arrested the Public Mil-  
itary Prosecutor, General Shinkren-  
ko, the head of the Commercial  
Port, M. Taubo and the Prison  
Governor, Visotsky.

General Riman, who played a  
prominent part at Moscow in 1905 in  
suppressing the rising of the people  
at that time, has been arrested.  
Madame Polubo Yarina, publisher  
of the well-known Black Hundred  
publication, the "Russkie Snamen,"  
has also been arrested.

### Labor's Congratulations

London, March 30.—A deputation  
of British and French Laborites will  
shortly proceed to Petrograd, in  
order to greet the new Government.

### RUSSIAN SUCCESS

(Reuter's Agency War Service)  
London, March 30 (By wireless).—  
A Russian official communiqué re-  
ports: We attacked with asphyxiating  
gases, south-eastward of Baran-  
vitchi, our artillery simultaneously  
bombarding with chemical shells. A  
counter-attack dislodged the enemy  
from our trenches near the Odynski  
Canal.

## Ruyaucourt, Sorel-le-Grand And Fins Are Captured By British; Advance Slackens

Bad Weather And Necessity To Consolidate Gains  
Enforce Halt; Germans Showing Nervousness

(Reuter's Agency War Service)

London, March 30.—Field Marshal  
Sir Douglas Haig reported this evening:  
We occupied the villages of  
Ruyaucourt, Sorel-le-Grand and Fins  
(eastward of Ytres) and gained  
ground, after sharp fighting, in the  
neighborhood of Headcourt, farther  
east.

We drove off an attack southward  
of Neuville-Bourjonval, inflicting loss  
on the enemy. We raided the German  
lines at two points eastward of  
Neuville St. Vaast.

Our heavy artillery obtained several  
hits on a German train, eastward of  
Vermelles.

(By wireless).—A German official  
communiqué reports: Four attacks  
made by the Canadians, eastward of  
Neuville St. Vaast, were repulsed.

Our rear-guards withdrew before  
strong British forces from both sides  
of the Peronne-Gins high-road, to the  
line Ruyaucourt-Sorel.

We repulsed attacks made by the  
French, north-eastward of Soissons,  
inflicting losses.

### Advance Slows Up

Reuter's correspondent at British  
headquarters, wiring today, says  
that, owing to the necessity for  
caution, to consolidate our gains and  
the abominable weather, the pace of  
our advance has distinctly slackened  
in the last two days.

Our infantry are now in contact  
with the new German front all the  
way from Arras to six miles south-  
west of St. Quentin. The Germans  
show many signs of nervousness.  
They violently bombarded the north-  
ern part of our new line, yesterday  
afternoon, but the tremendous con-  
centration of our counter-battery  
fire silenced them.

### Kaiser on British Front

Mr. Philip Gibbs, writing from  
British headquarters, states that the  
Kaiser has recently been at the  
British front and it was he who  
had been repulsed.

### DR. AND MME. THUE OFF FOR HOME IN DENMARK

Presentation by Casts of Cinder-  
ella, Mignon, La Navarraise  
And La Belle Helene

Dr. H. Thue and Mme. Thue bade  
farewell to Shanghai last night, de-  
parting by train for Peking. They  
are returning to Denmark via  
Siberia. There was a large gathering  
of friends at the Shanghai-Nanking  
Railway station to bid them  
godspeed.

During the afternoon Mme. Thue  
was the recipient of still another  
expression of the love and esteem  
which her indefatigable and success-  
ful efforts in behalf of the Allied war  
funds have aroused in the commu-  
nity. This took the form of a beauti-  
ful memento book bound in dark  
blue morocco with heavy silver  
corners and centerpiece, inscribed to  
Hildur Thue from the casts of  
Cinderella, Mignon, La Navarraise  
and La Belle Helene.

The presentations was made at the  
home of Mrs. V. Meyer, in the pre-  
sence of a large gathering. Messrs.  
Speelman and Warrener were the  
committee in charge, acting for the  
casts of the four operas. In the  
book, by the way, were autographs of  
all who had been associated with  
Mme. Thue in the production of  
these operas and it contained be-  
sides the programs and casts printed  
on heavy silk.

### SPANISH LABOR PARTY CALLS GENERAL STRIKE

Protest Against High Prices Of  
Food; Government Closes  
Their Headquarters

(Reuter's Agency War Service)

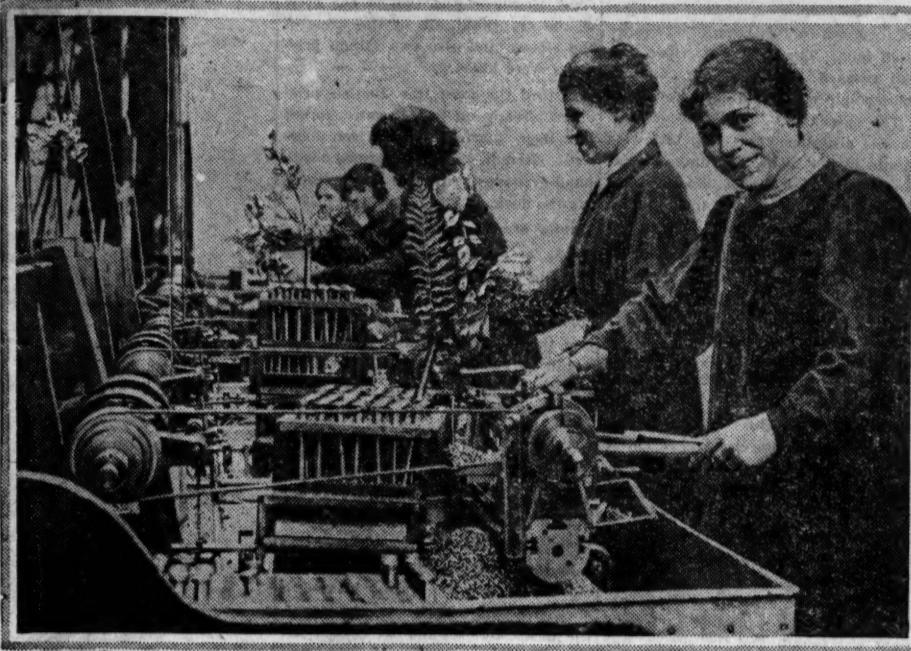
London, March 29.—The appeal to  
the people mentioned in the cables  
yesterday referred to a manifesto  
issued by the Labor Party calling on  
a general strike at the first oppor-  
tune moment, as a protest against  
the high prices of food-stuffs. The  
Government has closed the head-  
quarters of the Labor Party.

丁巳年閏二月廿日

SHANGHAI, SUNDAY APRIL 1, 1917

大正四年第三種郵便物

## Flowers Speed Up French Women Munition Makers



FRANC WOMEN MUNITION WORKERS.

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## Paramount Necessity Leads Gt. Britain To Sort Out Rejecteds

Commons Pass Second Reading  
Of Bill; Will Establish  
Special Appeal

(Reuter's Agency War Service)

London, March 30.—In the House  
of Commons, today, during the  
committee stage of the Medical Re-  
examination Bill, Mr. H. W. Forster,  
Financial Secretary to the War  
Office, replying to objections to the  
calling-up of men who had been dis-  
charged from the forces, said that  
only paramount necessity would  
have induced the Government to  
make the proposal.

The House passed the second  
reading by 175 votes to 18. Mr.  
A. Bonar Law promised that men  
who had been discharged with a  
gratuity, but without a pension, on  
the grounds that their illness had not  
been occasioned or had not been  
aggravated by military service, should  
be enabled to appeal to a special  
tribunal.

## WOMEN'S VOTES SURE STATES LLOYD-GEORGE

Favored by Government And  
Overwhelming Majority  
In Parliament

(Reuter's Agency War Service)

London, March 30.—Reuter's Agency  
authoritatively announces that Great Britain, without further  
warning, will take "such measures as  
perhaps will bring home to the  
German Government some realisation  
of its infamy."

### £100,000 Collected By Patriotic League

Mainly to Buy Aeroplanes;  
Charity Also Benefits; Red  
Cross Gets £13,854

(Reuter's Agency War Service)

London, March 30.—The Patriotic  
League of Britons Overseas has re-  
ceived from its 157 branches abroad  
over £100,000, the greater part of  
which has been handed to the Admiralty  
and War Office, to provide  
aeroplanes and aeroplanes. Considerable  
sums have also been given to  
various war charities, including  
£13,854 to the Red Cross.

### ENTER DECISIVE STAGE IN WAR OF STARVATION

'All Germans Will Realise Meaning  
of Endurance Before Harvest,' Paper Says

(Reuter's Agency War Service)

London, March 30.—As evidence  
of the increasing strain and anxiety  
in Germany, the Muenchner Post,  
referring to the Allied blockade, says  
that the war of starvation is enter-  
ing the decisive stage. "All Germans  
will realise the meaning of endur-  
ance before harvest-time."

### ROB FANTAN HOUSE

Macao, March 31.—14 robbers,  
armed with automatics, held up the  
Wai-wo fantan house and decamped  
with 13,000 dollars. No arrests have  
been made.

### The Weather

Cloudy and damp weather. The  
maximum temperature recorded  
yesterday was 74.2 and the minimum  
41.4, the figures for the correspond-  
ing day last year being respectively  
55.6 and 49.6.

## Dr. S.A. Ransom Going Home To Offer War Service To U.S.

American Organisations Join in Giving Him Farewell  
Luncheon At Palace Hotel Wednesday

The a.s. Shinyo Maru, next Thurs-  
day, will have amongst her passen-  
gers to the United States Dr. S. A.  
Ransom, the American Health  
Officer and Captain of the American  
Company, S.V.C., who is going away  
on vacation of from six to nine  
months. Dr. Ransom, however, in  
the event of the United States  
joining in the great war, will  
immediately offer his services to  
the Government and there is small  
doubt but that he will be accepted,  
having in view his wide experience  
on shore. Mrs. Ransom will stay in  
Shanghai for the present.

Dr. Ransom will arrive in America  
in time to attend the graduating ex-  
ercises at West Point, in June, when  
his son Robert will be passed out as  
a full-fledged U. S. Army officer.

As a farewell function, American  
organisations in Shanghai will jointly  
give a luncheon in honor of Dr. Ransom,  
at the Palace Hotel, next Wednesday at noon. Besides

members of the several American  
associations, the Senior American  
Naval Officer present, Captains of  
American naval vessels now here  
and visiting business men and  
tourists will attend.

The luncheon is called for 12.30,  
but guests are requested to come at  
12.15, for introductions to visitors.  
Brief and timely remarks will be  
made starting at 1.15.

Dr. Ransom has been a resident of  
Shanghai for some fifteen years,  
having first come out in 1902. Dur-  
ing all that period he has been an  
American Health Officer for the port.

His activities in other directions  
have taken a wide range. He  
served last year as President of the  
American Association of China. He  
is one of the highest Masons in the  
Far East, having organised the Dis-  
trict Grand Lodge of China (Ameri-

can Jurisdiction) and having been  
chosen District Grand Master.

He is chairman of the executive  
committee of the Shanghai Rifle  
Association and probably is the best  
all-round rifle and revolver shot in  
the Far East, which is saying a good  
deal, for there are many cracks out  
here. He has won the revolver  
championship of the Shanghai  
Volunteer Corps five or six times and  
has won the Shanghai Rifle Association  
Grand Aggregate twice in suc-  
cession. He is also winner of the  
Arrethusa Cup and various other rifle  
championships.

Dr. Ransom was the organiser of  
the American Company, S.V.C., one  
of the crack units of the corps in  
every way and in a class by itself as  
a shooting organisation. Before he  
came out, in 1900, during the Boxer  
trouble, an American Company had  
been formed here, but it was dis-  
banded after about three months' service.

After the riots of 1905, Dr. Ransom  
saw the need for an American  
Company and organised the one we  
now have. He was the first Captain  
of it and served in that capacity  
until Col. Barnes, the S.V.C. Com-  
mandant, took him on to the staff,  
as Corps Quartermaster. He was  
succeeded as Captain by First  
Lieutenant W. E. Sauer, who resign-  
ed in 1915 and Captain Ransom  
again took over the captaincy. In  
recent S.V.C. maneuvers, he has frequently  
been in command of either  
the attacking or defending corps.

In connection with the luncheon  
already referred to, it should be  
noted that, besides being a farewell  
to Dr. Ransom, it is intended as a  
general "get-together" function.  
Consul-General Sammons sent notices  
to all of the American organisations  
in Shanghai, that their members may  
have a chance to get better acquainted.

The Chinese Government is in  
receipt of a telegram from Denmark  
reporting that about fifty Chinese  
students in Germany have been arrested  
by the German Government.—  
P. D. N.

## CHINESE STUDENTS IN GERMANY ARRESTED

The Chinese Government is in  
receipt of a telegram from Denmark  
reporting that about fifty Chinese  
students in Germany have been arrested  
by the German Government.—  
P. D. N.

## OPIUM'S LAST DAY

All Chinese opium shops in the  
International Settlement and French  
town enjoyed the biggest day in their  
history yesterday—and the last.  
Opium smokers, of course, mustered  
every available cash with which to  
purchase the drug. And every opium  
shop was besieged by long queues of  
buyers, rich and poor. At 12 o'clock  
last night every shop was at an end. All  
the stock remaining on hand in Shanghai  
had been bought up by the Government  
in agreement with the Opium  
Combine.

## Norway in Protest At German Blockade

(Reuter's Agency War Service)  
Christiania, March 30.—The Gov-  
ernment has again protested against  
the German blockade.

Warm thanks were due to Mar-  
shal von Hindenburg and General

## OBJECTIONABLE ACT TO EXPOSE MEXICAN PLOT, ZIMMERMANN

Repeats In Reichstag Ger-  
many Justified In All<br

von Ludendorff for what they had accomplished on the western front. He boasted of the success of sub-marinism.

In conclusion, referring to internal questions, he declared that the speeches made in the Reichstag had not convinced him of the possibility of beginning to reform the franchise in Prussia. It was a very serious matter to decide such a question while millions of men were in the trenches.

#### Urge Franchise Reform

Amsterdam, March 29.—Dr. von Bethmann Hollweg's speech was made in reply to a debate on emergency taxation, in which a number of speakers urged the reform of the franchise and demanded an official assurance that Germany would not attempt to restore Tsardom in Russia. A Socialist deputy, Herr Noske, said that he hoped peace would soon be concluded with Russia and declared that German Socialists did not dream of a revolution, but they insisted on the abolition of Prussia's reactionary system.

Herr Mueller, a member of the Progressive Party, accused the Prussian Upper House of originating the new ruthless submarine warfare because they feared electoral reform. He asserted that the King of Bavaria had pronounced emphatically that he is in favor of universal suffrage. The Reichstag adopted the taxes. Both the Socialist Parties voted against doing so, after a statement by the famous Socialist Deputy, Dr. Edward Bernstein, emphasising the hostility of neutrals to Germany.

The Upper House of the Prussian Diet discussed electoral reform, simultaneously with the Reichstag. General Kleist declared that reform of the franchise would simply lead to republic and concluded by shouting: "Hands off old Prussia!"

Count Roon remarked that Dr. von Bethmann-Hollweg's panegyric in the Reichstag was quite uncalled-for. The Reichstag had only done "its damned duty" in voting war credits and it was the Reichstag franchise which needed reforming.

#### Suggest Jewish State, Protected by British, In Conquered Palestine

##### (Reuter's Agency War Service)

London, March 29.—Coming after the fall of Bagdad, General Murray's success in Palestine makes bad reading for Berlin, while it is hailed here and in Paris as justifying the relentless and persistent pressure against Turkey, which, sooner or later, must be overwhelming, unless speedy aid is given by Germany, which is regarded as improbable.

Incidentally, it is believed that the policy of pounding Turkey on all sides, when Turkish divisions are fighting for Germany and Bulgaria, is bound to further embitter the anti-German feeling among the Turks and to hasten the day of the total collapse of Teutonic control at Constantinople.

Sir Harry Johnston suggests the establishment of a Jewish State in Palestine soon after the war and thus to again civilise this cradle of great civilisations.

##### Another account says:

General Sir Wolfe Murray's brilliant victory is hailed as a new crusade which opens up a prospect of ejecting the Turks from the whole of Palestine. It is considered certain that Judea will fall into the hands of the British this summer and the papers already speculate on the Moewe.

## Alnwick Castle Torpedoed 320 Miles Off Land After Rescuing Other Castaways

### Many Die of Exposure; Otaki's Great Fight With Moewe; Raider Was on Fire for Three Days

##### (Reuter's Agency War Service)

London, March 29.—The Union-Castle Line s.s. Alnwick Castle (5,900 tons) was torpedoed, without warning, on the 19th, in the Atlantic, 320 miles from land. The day previous, she had rescued the crew of another British ship which had been torpedoed.

The passengers and crew of both vessels abandoned the s.s. Alnwick Castle in five boats, of which one has landed on the coast of Spain, with twenty-nine survivors, including a stewardess and a child. Eight had died and the survivors were suffering from frost-bite.

Three other boats have been picked up during the week. One contained twenty-seven, another twenty-nine and a third twenty survivors and five corpses. The remaining boat has not yet been accounted for.

#### Otaki's Great Fight

Copenhagen, March 29.—A vivid story of the stout resistance the British s.s. Otaki New Zealand S. S. Co., 9,575 tons) offered when attacked by the German raider Moewe, on the 10th, is told by released neutral members of the crews of the vessels sunk who have arrived from Berlin.

They state that a regular engagement was fought and the Moewe was hit by seven shells, one of which struck the raider two feet below the saloon, where a number of neutral prisoners were congregated, killing two German soldiers.

The Moewe caught fire and it took three days to extinguish it. Ultimately,

possibility of the establishment of a Zionist State in Palestine, under British protection.

The progress of the British is largely due to the remarkable construction of roads and railways in the desert. When the enemy were crushed at Romani, last August, Romani was the rail-head. It now appears that the railway has been carried a hundred miles farther east and already the Turkish position on the Beersheba railway, which is their sole line of communication in Syria, is untenable.

The victory at Gaza also, indirectly, supports the British advance from Bagdad and the Russian advance from Kermanshah and makes Egypt absolutely secure, while the lesson taught the Turks will resound throughout the East.

#### U-Boats Only Double Their Toll of Ships

##### Not That in March; Comparative Four Months Figures

Are 30, 36, 66, 55

##### (Reuter's Agency War Service)

London, March 30.—Mr. T. J. Macnamara states that the number of British ships sunk by submarines or mines during the first eighteen days of December, January, February and March, respectively, was 30, 36, 66 and 55, not including fishing-craft and the victims of the

#### Deliberate Shelling Of Neutral Ordered

##### Refuse U-Boat Gunlayer's Request to Cease Fire After Vessel Had Stopped

##### (Reuter's Agency War Service)

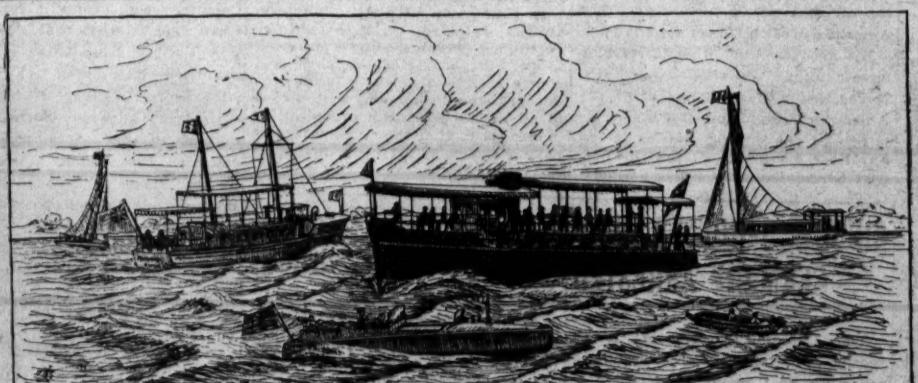
London, March 30.—Survivors of the crew of the German submarine U.39, which was recently sunk in the North Sea, state that, on February 3, the submarine fired at the Norwegian steamer Ida. The Ida immediately stopped and the gunlayer of the submarine asked permission to cease fire, but was ordered to continue till he had fired 25 rounds.

Then three men from the submarine rowed to the s.s. Ida and found the mate and steward dead on the deck, having been killed while lowering a boat. The Ida was then sunk with bombs.

The inhumanity of the outrage appears to have impressed even the crew of the submarine, one of whom wrote to his parents declaring that the sight of the poor dead Norwegians would be engraved on his memory in letters of blood.

#### PACIFIC MAIL AND T.K.K.

Tokio, March 20.—Mr. Rosetter, the Vice-President of the Pacific Mail Steamship Company, has come to Tokio and restored the previously existing arrangements with the T. K. K. The two companies will jointly open the fixed line for once a week sailings between San Francisco, Yokohama and Manila.



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## WOMAN'S CLUB PLANS LITERARY MORNINGS

Three Literary Mornings have been arranged by the American Woman's Club as a start on the program outlined at the last meeting for the study of the world's great literature.

The first of these meetings will deal with American Literature. The ladies will meet at the rooms of Mrs. B. Atwood Robinson in the Astor House on Thursday, April 5, at 10 a.m. "The Sketch Book" by Washington Irving will be the subject and Mrs. Sherman will be chairman of the meeting.

Great Fiction will be considered at the second meeting which will be held in Mrs. Hallam's room at the Astor House on Tuesday, April 10, at the same hour. Mrs. Fleming will be the chairman and Mrs. Booth will conduct the review.

The Classics (Literary Bibles) will be taken up at the third meeting which will be held at the apartments of Mrs. F. L. Bryant, No. 5 Jinkee Road on Friday, April 13, also at 10 a.m. Mrs. Alfred Davis will be chairman, Mrs. J. W. Baldwin will conduct the review and Mrs. Louis Loehr will read selections.

For next Tuesday afternoon's regular meeting of the club, the special feature will be an exhibition and discussion of Chinese Paintings by Mrs. Ayscough.

The Club will meet on Tuesday in the ballroom of the Astor House instead of at the Palace Hotel as customary owing to the repairs at the regular meeting room. There will be several speakers from out of town so that the meeting will begin at 4 o'clock.

### U.S. Court for China

In the case of Chang Kee, Hang An-chang and Hong King-mow, Plaintiff, vs. The Robert Dollar Company, Defendants, Judge Lobinger yesterday sustained the demurrer filed by defendants.

Messrs. Fleming and Davis, by Mr. Fleming for the demurrer; Messrs. Teesdale and Godfrey, by Mr. G. G. Frey, contra.

Judge Lobinger's ruling follows:

To the petition in the cause a demurrer is interposed, the first ground of which is as follows:

"That there is a defect of parties plaintiff in that it appears from the petition on file herein that the action has been filed by certain firms in their firm names without joining the partners in said firms."

The opening averment of the petition is:

"The Plaintiff's are Chinese firms all carrying on business at Hankow."

It will be observed, however, that the names of the members of these firms are not set out. The requirement in this regard is thus stated in a work of authority:

"Except when it is otherwise provided by statute a suit cannot be brought by or against a partnership in the firm name alone, but it is necessary that the name of each member of the firm shall be set forth."

This appears to have been the English rule until changed by the rules of the Supreme Court of Judicature which plaintiffs' counsel cites and which provides that:

"Any two or more persons claiming or being liable as co-partners and carrying on business within the jurisdiction may sue or be sued in the name of the respective firms, if any, of which such persons were co-partners at the time of the accruing of the cause of action."

Of course these rules have no application to this Court and we have been unable to find any statutory change from the common law rule which does apply here. Moreover the failure to set out the partnership names is treated as "in strictness not the misnomer of a party plaintiff but rather the omission of plaintiff."

The first ground of demurrer is accordingly well taken.

The second ground of demurrer rests upon an alleged "misjoinder of parties plaintiff in that it appears from the petition that claims of the various plaintiffs are founded on several and distinct contracts in which the plaintiffs are interested severally and not jointly."

The petition alleges:

"By five contracts in writing all bearing date March 15, 1916 and made between the three Plaintiffs and the Defendants and Messrs. Tung Wo-chang and the Defendants, the Defendants agreed to sell and deliver to the Plaintiffs and to Messrs. Tung Wo-chang at the price of Hankow Taels 12 per keg (such price to include two months storage duty and interest), a number of kegs of wire nails (flat smooth head) namely 4,000 and 1,000 kegs to Messrs. Chang Kee, 2,000 kegs to Messrs. Hang An-chang, 2,000 kegs to Messrs. Tung Wo-chang and 1,000 kegs to Messrs. Hong King-mow, as per specifications on the back of each contract, such specifications being guaranteed by the Defendants."

It will be seen that this averment fails to state specifically whether the three plaintiffs were all parties to each contract or whether each contract was between the defendant and each plaintiff separately. But the copies of the contracts attached to the petition show that the latter was

the fact. In other words, each plaintiff is interested in, and may sue to enforce, its particular contract with defendant, but is not a proper party to enforce the contract of any other plaintiff. Under the common law doctrine then these plaintiffs could not unite their cause of action in one suit. To quote again the work above cited:

"When the interests were several, there could as a rule be no joinder, even when the rights of all the plaintiffs had been violated by one and the same wrong, unless on the part of the defendant, or had arisen *ex contractu* out of one and the same transaction with defendant."

Thus in a very English case two plaintiffs, owning separate groups of horses which they had hired to the defendant, brought *assumpsit* to recover the value of the services rendered but were non-suited on the ground that their claims were separate.

In some jurisdictions this rule has been changed by statute and in England it seems to have been changed by the Supreme Court rule cited by plaintiffs' counsel which provides:

"Any persons may be joined in one action, plaintiffs, in whom any right to relief (the subject of or arising out of the same transaction or series of transactions) is alleged to exist, whether jointly, severally, or in the alternative, where if such persons brought separate actions any common question of law or fact would arise."

Whether this rule would be broad enough to include the present case we need not stop to determine for we find no statute effecting a change from the common law rule which is applicable here. The demurrer on this ground therefore is rejected.

The petition being objectionable in the particulars above discussed it is unnecessary to consider the other ground at this time further than to draw attention to the fact that since there is a misjoinder of parties plaintiff, there is necessarily a misjoinder of causes of action for the reason that each plaintiff's cause of action is distinct and separate from that of the others.

The petition may be sufficient under the English practice, though as indicated, there is some doubt as to the applicability of the rule last quoted. But under the practice prevailing in this Court the objections are sound and the demurrer is accordingly sustained.

Plaintiffs may, of course, file separate petitions, each setting forth the component members of the firm and restricting the claim to the contract or contracts in which the particular plaintiff is interested.

### Church Services

Holy Trinity Cathedral—April 1—Palm Sunday, 8 a.m. Holy Communion, 11 a.m. Morning Prayer, Anthem, "All glory, laud and honor" Bach. Hymns 99, 98. Preacher—The Bishop. Noon, Holy Communion, 3 p.m. Confirmation, 4 p.m. Mission Service conducted by the Deacon.

Union Church—Sunday, April 1, Sunday School Anniversary, 11 a.m. Collection for school funds. Preacher Rev. C. E. Darwent M.A.: Chants 22 and 23; Jubilate (Garrett in F); Hymns 617, 744, 618; 3 p.m.: Children's Service; Address by the Rev. C. L. Boynton, B.A. 6 p.m.: Preacher Rev. C. E. Darwent, M.A.: Subject "Peter's confession"; Chant 27; Choral Hymn "Hall Gladning 14" (Garrett); Hymns 73, 485, 14. 7 p.m.: Holy Communion.

St. Andrew's Church—Palm Sunday, 10.30 Matins, 11 a.m. Sung Communion, 3 p.m. Children's Palm Service, 6 p.m. Evensong. Subject: "Communion with God."

St. John's Pro-Cathedral, Jessfield, Evening Prayer in English at six o'clock. Preacher: Rev. W. P. Roberts, B.D.

Shanghai Free Christian Church—(Corner of Ranga and Chao Po Roads). The services in the above will be conducted as follows:—Morning 11 a.m. by Rev. D. MacGillivray, B.D. Evening 8 p.m. by Mr. Arthur Moore.

Christian Science Society of Shanghai, Masonic Hall, The Bund. Sunday service, 11 a.m. Subject: "Reality." Wednesday evening, 6 p.m. Reading Room, No. 21 Nanking Road, Room 71, daily 10.30 to 12.30.

### Pleasures of a Kodak

Those who contemplate spending the Easter holidays up-country should realize that the pleasures of photography add greatly to the enjoyment of the trip. Whether one takes pictures of the hundreds of interesting scenes in this quaint old land, or is merely content to snap one's friends in unusual surroundings, the ever-ready Kodak affords the means of giving an additional zest to the holiday. For those who stay at home there is now that long deferred opportunity to secure photographs of friends, the family group, or children, or of anyone or anything connected with the home life.

Messrs. A. S. Watson and Co. Ltd. are showing a particularly attractive assortment of Kodaks, Brownies, and Ansco Cameras, and among these may be found instruments to suit the requirements of everyone. Some of the latest cameras are marvels of compactness and utility, yet are so simply constructed that failure with them seems almost impossible. Those who are thinking of taking up the truly fascinating hobby of photography should visit Watson's, where a special display of all that is latest in photography is being exhibited.

### FOR THE EASTER OUTING

The two excellent preparations of coffee, milk and sugar, and cocoa, milk and sugar (manufactured by the well-known Milkmaid Company), that have now been placed on the market here, are in just the right proportions to provide the early morning cup that cheers and not infuriates. They will appeal to the many who meditate an up-river trip or out-port visit during the holidays of Easter and during the summer. When one remembers some of the terrible concoctions prepared by doubtless well-meaning people, and compares them with the delicious beverages above-mentioned, a decision will be at once taken to buy a few tins of each in the tiffin basket or hold-all. Only hot water, a spoon and cup are needed; no sugar, no extra milk.

# "COMMANDER"

## Super-Size Virginia



50 Large Cigarettes in a round tin

(Note the convenient packing)

"COMMANDER" is an Innovation in Cigarette Size to meet an immediate demand.

# "COMMANDER"

## Super-Size Virginia



50 Large Cigarettes in a flat packet

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"COMMANDER" is not only Superior in Size but also in Quality.

Westminster Tobacco Co., Ltd.  
LONDON

## Kaiser Will Be Dethroned, Says Famous Japanese Seer

Prophet And Phrenologist Forecasts Peace Move By Austria Next Month and End of War In November

Tokio, March 25.—The Kaiser will be dethroned shortly and peace will come in November, following overtures made by Austria and Germany next month. These are the predictions of one of Japan's most famous seers, Mr. Ryozo Yoshimura, prophet and phrenologist, who has been interviewed by the Yorozu.

Mr. Yoshimura is a member of the Tokio Phrenological Association of which the far-famed Sekiryushi is the president. About a year ago he prophesied the death of the Emperor of Austria-Hungary and a number of other important events, which fact, in the opinion of the Yorozu, lends special value to the following pronouncements he has recently made about the destiny of the world in the near future.

"The Kaiser is fated to be dethroned. If he continues the war in the same ruthless desperate manner as he is doing now, he will find his country plunged in an awful plight, but if he repents soon, he may possibly save his nation from the catastrophe. Whichever be the case he must doff his crown and lay down his scepter."

### WARNING BY WILSON AGAINST ZEPPELINS

President's Early Caution To The Kaiser About Air Raids On Cities Now Revealed

Geneva, February 19.—The Zeppelin campaign against London has been found to be unprofitable. The cessation of German air attacks on the British metropolis after the latest appearances of the big dirigibles over the city last Fall has been due not to fortuitous circumstances, but to the deliberate determination of the German leaders to abandon these attacks, as has long been done in the case of Paris.

The correspondent who was then in Berlin, was informed from a trustworthy source after the final London raid of the decision to send no more Zeppelins and sister ships of the Schuetzian type against London. Air raids against England, the correspondent was told, would not be abandoned entirely. They were considered to be of great service in holding at home guns, airplanes, and men of the British aerial defense that otherwise would be freed for service in France, but in future the attacks would be directed against the provinces instead of London.

The next and final expedition of the year, on November 27, was directed against the midland counties, in accordance with this prophecy, and resulted in the loss of two Zeppelins.

The predominant reason for the decision to discontinue attacks on London probably is the increasing strength and efficiency of the air defenses of the city but the effect of the raids on neutral opinion, in view of the then contemplated peace overtures, may also have been a factor.

It may be interesting in this connection to record a bit of unwritten history of the war. In the early days of the conflict, when the air raids were just beginning, President Wilson caused to be conveyed to Emperor William and the German Government a personal and unofficial message which got forth that airship and airplane raids upon populous cities were looked on with disfavor by the American people, and contributed largely to stirring up anti-German feeling in the United States. In view of this the wisdom of their discontinuance was suggested.

That message did not fall entirely on deaf ears, but the views of the military party prevailed, and the air attacks, then the only Germans means of bringing home the realities of war to the people within the British Isles, continued. Later they ceased for a time, to the displeasure of an element which openly accused Chancellor von Bethmann Hollweg of sheathing his weapon in deference to neutral opinion.

This element was appeased but little by Count Zeppelin's published letter to the Chancellor wherein the Count disavowed responsibility for this accusation. The raids were resumed with the object of tying up within the islands and eliminating from the Somme offensive at large a number of anti-airship guns, airplanes, searchlights, and men to equip them as possible.

Aside from this service, which is of considerable military value, the role of the Zeppelins in land warfare is now regarded in expect circles in Germany as decidedly secondary to their great value as scouting agents for operations of the fleet.

### ARREST OF EX-CHRISTIAN CAUSES STIR IN JAPAN

#### Murder And Other Charges Made Against Man On Trial For Embezzlement

In April the Central Powers will make great concessions with a view to opening peace negotiations. In June the representatives of various nations will meet to discuss terms of peace. August or September will see the discussion of peace wellnigh completed; and November will bring the restoration of peace or the end of war.

"Another treaty will be signed between Russia and Japan, the result of which will be that Russia will cede the northern half of Saghalien to Japan.

"There will be a severe collision between the Government and the Diet. The largest opposition party will receive a painful blow in its numerical strength. In other words the Kenseikai will find its strength weakened, while the Selyukai will gain somewhat. The Government will emerge from the election successful. Japan will witness the advent of two great men who command the confidence of both Government and people, to attend to the difficult after-war administration of the country.

#### Holiday Resorts.

There are many places of interest near or comparatively near to Shanghai, which are well worth a visit during the spring and summer seasons, and all of which are accessible by the train service of the Shanghai-Nanking Railway.

Woosung Forts are too well-known to need description, but there are still people who have yet to discover the attractions of the place. A pleasant trip is to Kading, via Nanshang, the former place being noted for its Pagoda and Gardens; Quinsan, further down the line, is similarly favored. A slightly longer journey takes one to Soochow, "The Garden City of the Orient," adjacent to the famous Tz'u Hu Lake; or to the walled city of Wusih, the center of a silk industry, Changchow and Chinkiang (the paradise of sportsmen) are well worthy of a visit: the last mentioned place has a small foreign community. Nanking, also a treaty port, is of great historical interest, having been the capital of China on several occasions. The most famous objects there are the Ming Tombs. There are two foreign hotels.

He began to be suspected sometime in January, and the police tried to arrest him at his house January 28, but he escaped. For some time he kept out of sight, but was arrested February 12, when walking in a street in Fukagawa, Tokio.

# Your Easter Holiday will be doubly pleasant

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there is a lasting

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## IT'S TIME THE PEOPLE KNEW THE TRUTH; "GUARDING OLD GLORY" WILL TELL IT

"Guarding Old Glory" is not only the FIRST Peace, Preparedness and Patriotic Picture, but it is the ONLY Peace, Preparedness and Patriotic Picture to the Big Men of the Government.

HOT SHOT FIRED STRAIGHT FROM THE SHOULDER,  
AIMED AT YOU, AND BY MEN WHO KNOW IT!

"I wish every American could see 'Guarding Old Glory.'"  
LINDLEY M. GARRISON, Secretary of War.

"I trust that thousands will see 'Guarding Old Glory.'"  
JOSEPHUS DANIELS, Secretary of the Navy.

"You are doing a patriotic duty by showing 'Guarding Old Glory.'"  
HUGH L. SCOTT, Major-General, Chief of Staff.

"'Guarding Old Glory' is of real education value."  
LEONARD A. WOOD, Major-General.

"Every Patriotic American will be benefited by seeing 'Guarding Old Glory.'"  
W. S. BENSON, Admiral, Chief of Operations.

NO OTHER PICTURE HAS, OR EVER WILL HAVE  
SUCH A BROADSIDE OF GOVERNMENT

Major General LEONARD WOOD

Mr. F. F. FIELSEN,  
CHICAGO, ILL.

New York, Aug. 23rd

Dear Sir,  
I have seen your moving picture "Guarding Old Glory." Every American should see this picture. XXX it is interesting, instructive and of immense value to the country, the Navy league will co-operate with you in every way to secure wide publication for the picture.

Your very truly,  
Robert M. THOMPSON,  
Executive Chairman.



"Guarding Old Glory"

IN FIVE REELS

RIGHT NOW, when every man, woman and child in America is thinking and talking of military things, a great picture of the United States Army and Navy is ready for you. Produced from comprehensive, official motion pictures, it carries the audience through the dash and danger of soldiering on land and sea. Chockfull of action, of stirring, spectacular scenes, and crowded with moments that bring an audience, cheering to its feet, it cannot fail to please you. A marvellous production, appealing to any audience.

GUARDING OLD GLORY is the most timely and important picture to be seen today. It comes at a critical moment. It shows real facts should the "call to arms" be sounded. GUARDING OLD GLORY tells the truth to the American people. It tells it in a thrilling and exciting manner. No other picture has such action; such thrills, such beautiful photography. And its free from play features. It is a subject that will be uppermost in the public mind for months to come. President Wilson has given it his undivided attention. College Professors are thoroughly discussing it. The leaders on Land and Sea are advocating it.

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OLYMPIC THEATRE  
On April 3rd, 4th and 5th

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VICTORIA THEATRE  
The Special Triangle Keystone Programme



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Cleans as it Polishes

Cleans and polishes at the same time, giving a high lustre to all varnished surfaces. There is nothing to equal the O'Cedar Mop for polished floors, linoleum, etc. Does not kick up the dust but picks it up and holds it until the mop is shaken. Cannot scratch the furniture. The O'Cedar Mop can be washed and renewed.

## PRICE

Small Triangle Shape	\$2.00 each
Large Round Shape	\$3.00 each
<b>POLISH</b>	
12 oz Bottle	\$1.25
1 Gall. Tin	2.25
1	3.50
1	5.50



## The "Garma" Dinner Set



Strong Earthenware, suitable for houseboats, bachelors' messes, etc. White glaz'd, decorated with grape foliage in natural colours. Set for 6 persons, 30 pieces | Set for 2 persons 18 pieces  
Price \$14.50 | Price \$28.50

A strong serviceable Earthenware Dinner Set, shape as shown, decorated with small Pescoco Blue flowers leaves, etc.  
Set for 6 persons, 30 pieces | Set for 12 persons, 58 pieces  
Price \$5.00 | Price \$29.50

## The "ENSIGN" DINNER SET



Plain White Stoneware, with embossed figures, as illustrated.  
Set for 6 persons, 30 pieces | Set for 2 persons, 18 pieces  
Price \$5.00 | Price \$1.50  
Cups & Saucers can be had to match this set at the additional cost of  
\$1.50 dozen

# Easter Time is Spring Cleaning Time

## IN THE KITCHEN

You will find as usual plenty of small items have been considerably knocked about during the year. This is the time to give all the crockery a thorough good overhaul and replenish the sets of dinner, tea and breakfast wear. Many of the cooking utensils will be the worse for wear so we list here a few items that are everyday needs in a busy house. But remember that for anything in the kitchen or household there is a huge stock waiting your selection at

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### GREYSTONE ENAMELLED WARE



**Deep Saucpans**  
Burnished Tin covers.  
Size 2 pints.  
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.. 44 ..

.. 46 ..

.. 48 ..

.. 50 ..

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ENAMELLED WARE  
PEARL GREY INSIDE and OUT**

**Tea Kettles**  
Flat bottoms, enameled covers.  
Size 6 1/2 ins. Price \$ .00 each

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# Announcement Extraordinary! —

## THE APOLLO THEATRE

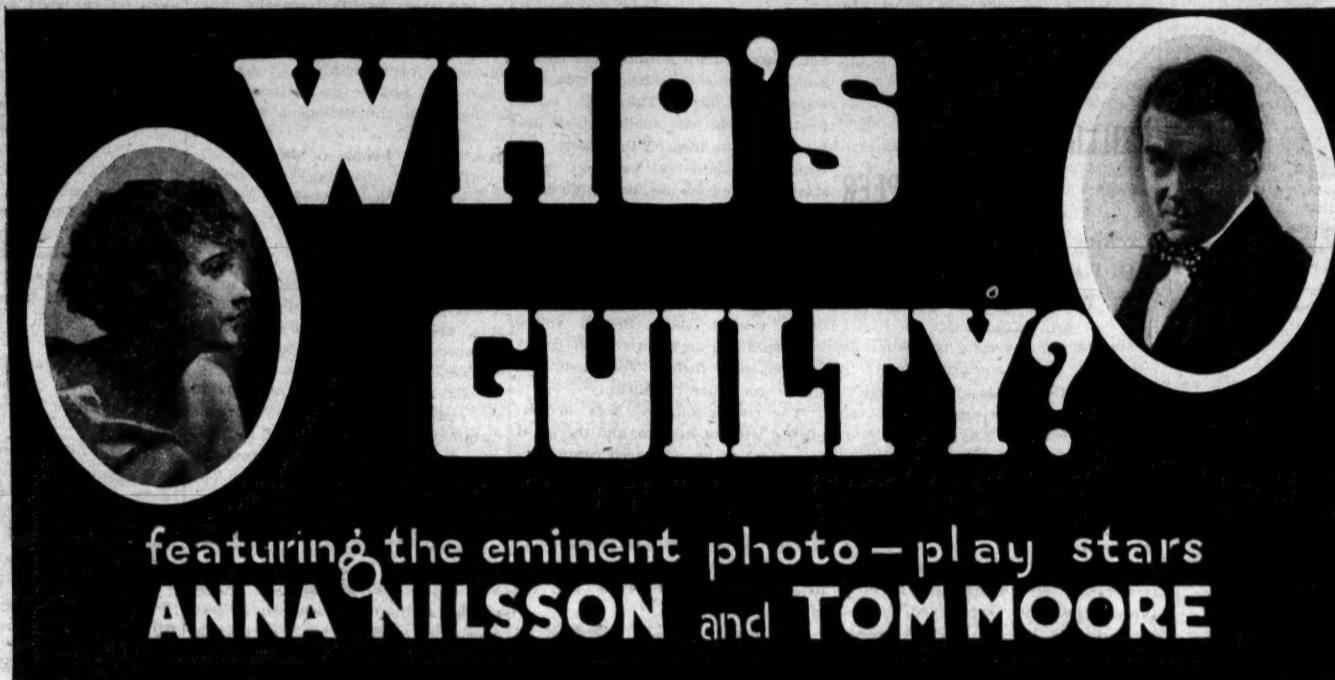
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Monday, April 16th,

THE FIRST TWO EPISODES OF A GREAT SERIES, BASED ON VITAL AND FASCINATING PROBLEMS OF MODERN LIFE, ENTITLED

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14	Splendid Two-Part Photo-Novels, <u>each complete in itself</u>	14
14	Ultra-Dramatic Photo-Novels, based upon social errors in modern society	14
14	Powerful Stories, by Mrs. Wilson Woodrow, have been put into fourteen two-part dramas, that will hold you from start to finish.	14

THE FIRST TWO EPISODES WILL BE PRESENTED ON MONDAY, APRIL 16TH:



FIRST EPISODE

### "PUPPETS OF FATE"

Deals with a most delicate question, and ends in grim tragedy.

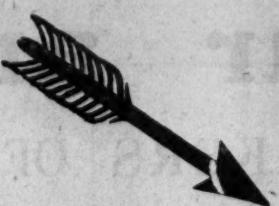


SECOND EPISODE

### "THE TIGHT REIN"

Deals with a man's sin, a girl's fall, and the terrible results.

Don't Forget the Date



MONDAY, APRIL 16TH

## DECISIVE EVENTS ARE NOW NEAR AT HAND

Allies Have Kept in Mind Their Past Mistakes in Preparing For Onslaught

## A GREAT GENERAL STAFF

Conjectures As To The Details Agreed Upon at the Rome Conference

Geneva, Feb. 1.—Gen. Nivelle, the French generalissimo on the western front, is justifying to the full satisfaction of the army his reputation for energy. The entire nation has been inspired with confidence by the news that the new leader has announced that all is well and that decisive events are to be looked for in the immediate future.

The old headquarters of Gen. Joffre in the quiet retreat of Chantilly has been abandoned. Its present location may not be told, but it is much closer to the scenes of military action.

It is interesting to note that news of many important incidents of this kind reach France through Italy. In the latter country the press censorship is less rigorous than in any other of the allied countries, and many of the items that are made known to the Italian public are still debatable from the press elsewhere.

Through Italy also has been learned the fact that the rather disquieting statements of French officials, to the effect that the war might last for several years more, were not to be taken literally as forecasts of the future. Thus, when the French Minister of Munitions, Albert Thomas, announced in a meeting of manufacturers that they should make their arrangements as if the war were to last four years longer, and this was capped by a declaration of one of the assistant secretaries that although there was reason to hope for an earlier decision it was the duty of all to work on the assumption that there was still ten years of warfare ahead, there were some misgivings among those who are easily alarmed lest 1917, after all, might not be the year of the final decisions.

It is accordingly with genuine relief that it is learned from the Italian press that the French statesmen had merely purposed to stir certain of the Allies to the necessary "of hurrying the pace along the path which demands a greater tension of

the muscles and a large dose of courage, so as to arrive more rapidly at the goal."

Gen. Nivelle, after a trip to London, made a visit to Gen. Cadorna, the Italian chief, at the Italian front, and since then has been actively rearranging his forces in preparation, it is believed, for imminent and energetic movements. At his new headquarters, it is noted, the army of typewriter operators has been abolished. This does not mean any reflection on the methods previously employed; but it is taken to mean that the final plans are made and the day of intensive bureaucratic work as a necessary part of the supreme direction of the army has gone forever, and that the hour of decisions is at hand.

Hints made in the French press regarding the establishment of a single, centralised, great general staff for the Allied armies—often announced but never really put into actuation—are more openly expressed in the newspapers of Italy, and this desirable outcome is declared to be already an actuality. It is believed to be one of the points decided at the conference of civilian and military leaders in Rome.

The decision to accept the offer of Portugal to send a contingent to fight shoulder to shoulder with the other Allies on the western front is accepted also as an indication that the great coming onslaught under the direction of Gen. Nivelle is confidently expected to have decisive consequences. The Portuguese troops, like the Russians on the western front, are to be equipped exactly like the French soldiers, and an effort is to be made to keep their location on the line a secret as long as possible.

It is known that the Germans have made a special endeavor to strike hard at the points of contact of the soldiers of different nations of the Allies, and the spots where the Belgian, British, French and Russian lines joined with one another have been subjected to severe punishment. The location of contingents of the Foreign Legion have also been sought out, particularly where detachments of Americans, Bohemians and Scandinavians were on the fighting line and determined efforts were made to wipe them out.

Dispositions have now been taken for nullifying all unwelcome attentions of this kind. French artillery has been concentrated at all these points, and the Germans will have but little opportunity of wreaking any special vengeance.

The conference at Rome is known to have been a departure point for new arrangements of a vitally im-

portant character, and much discussion has taken place and many rumors are abroad as to the precise nature of the decision there reached.

Exceedingly interesting in this connection are statements made by Andre Tardieu, member of the Army Commission of the French Parliament and a noted publicist who is known in the United States on account of the visits he made before the war. He disclaims positive knowledge of certain decisions reached in Rome, but he sets forth methodically a scheme of reorganisation for all the countries of the Allies which is generally accepted as having been passed upon in the conference.

The first question to be settled by the Allies, this authority says in the *Petit Parisien*, is that regarding effectives, the men supply, and it is the most important, as human existences are at stake.

The second question for settlement regards war material. Heretofore there has been a great deal of individual action on the part of the Allies in gathering munition supplies, each one making its arrangements more or less at haphazard, in preparation of partial attacks, the date of which was fixed in advance.

The third question for conjoint action concern the direction of the war and the decisions regarding conditions, place and time for the development of offensive effort. In this connection the establishment of a permanent common great general staff would be a feature of prime importance.

## BRILLIANT FEATS OF DASHING PEER

Exciting Experience of Duke Of Westminster With Armed Motor-Cars In Egypt

We get some exciting particulars of the Duke of Westminster's feats in Egypt in the course of the excellent article in "Blackwood's"—"In the Western Desert of Egypt."

The Duke and his armored car batteries had the job of finally dispersing the defeated Semussi after the battle of Sollum, and they did it very thoroughly.

Overtaking the enemy after a long chase over open desert, the Duke at once formed line abreast and charged straight for the guns which opened fire on the advancing cars. The latter, putting on full pace, opened a hot

fire with their maxims and succeeded in putting the whole force to flight, shooting down all the gunners by their guns, and capturing every gun and maxim and immense quantities of ammunition and stores, without suffering a single casualty.

Thus the Duke and his cars did what no other branch of the service had been able to do—catch a mobile force of Bedouins in their own country.

Another fine feat followed. Officers and men of H.M.S. *Tar*, torpedoed off Tripoli in November, were reported in the desert 80 miles away, and the Duke volunteered to rescue them. Heavy cars of all kinds, with awful labor, were driven, pushed and lifted up the steep track to the top of the pass above Sollum, and at day break on St. Patrick's Day they started on the great adventure, 30 or 40 cars strong.

The two guides proved at fault; and not till over 120 miles had been traversed did they reach the encampment. At once the cars charged in line, and the guards fled, many being killed by the Duke's maxims.

"Then," says the writer, followed a scene of wild excitement as the prisoners realised that they were rescued, and threw themselves on their rescuers. For months they had been in the hands of the Semussi, without hope of rescue. They had not been badly treated, but food grew scarcer and scarcer, until nothing was issued but a minute quantity of rice and some goat's blood. The only other food available was snails, which are found in quantities on the desert, and which the prisoners, weakened with starvation and disease, had to go daily increasing distances to collect.

"They had heard nothing of a British force approaching, and hope was nearly dead, when suddenly motor-cars were seen tearing across the desert towards them, British voices were speaking to them British hands were clasping theirs. The shock was almost too much for them.

"The return journey was accomplished without mishap, and the night was spent at an advanced camp prepared for them during the day. That night there was little sleep for anyone. The rescued prisoners had four months' arrears of news to hear, and had much to tell to sympathetic listeners, and they were far too excited to sleep."

Next day they were embarked on board the hospital ship, and conveyed safely to Alexandria.

## Preparation For After War Urged By Japanese Publicist

Dr. Miyake of 'Japan and the Japanese' Speculates On Europe's Moral and America's Money Power That Will Come

Tokio, March 25.—Preparedness for the period of readjustment after the war is urged upon the men and women of Japan by Dr. Miyake, editor of *Nihon Oyobi Nihonjin*, or Japan and the Japanese, in an article contributed to the April number of *Fujin Gaho*, or The Ladies' Graphic. Dr. Miyake begins by asking when the war will end and replying to his own question by the assertion that it is sure to end sometime. The rest of the essay is somewhat less sane, and follows:

"While the war lasts, Japan will enjoy prosperity. One feels somewhat sorry that other countries' misfortunes should prove the cause of prosperity of our nation, but if we remember that other countries reaped great profits from the Sino-Japanese and Russo-Japanese wars, we may say that it is a case of mutual profit-making. Anyhow there will not be many troubles in Japan while the European war continues."

### Has Helped People of Japan

"Generally speaking, the people are more or less favorably affected by the war-born prosperity. If the salary getters are worse off than before because of the rise of prices, the making of so many 'narkins' must be regarded to offset this; the booming in one direction cannot but have a good influence on the general situation."

"But this prosperity will come to an end sooner or later with the termination of the war. It is possible the situation may be restored to the pre-war conditions. The change may not come with overwhelming suddenness, but none the less surely will it come. The people may therefore be advised to remember that they should not be too much fascinated by the short-lived prosperity as if it were a permanent boon."

"When the war ends, there will

Japanese advised to watch for these conflicting tendencies.

"What I would particularly advise the Japanese women is that they should cultivate acquaintanceship with Chinese women. It is a notable fact that Japanese men have been playing important roles in advancing the Chinese civilisation of today. So, if the Japanese women show as much interest in Chinese affairs as the Japanese men do, the cause of Sino-Japanese friendship will vastly advance. The number of Chinese ladies visiting Japan for purposes of study or purely for pleasure, is yearly increasing. Japanese women should reciprocate this by making tours in China, be it for pleasure or for information. I make no doubt that they will learn as much in China as they may do in Europe or America. That would perchance prove an invaluable factor in tightening the bond of Sino-Japanese friendship."

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Import and Export. Through combined car service on Imports at lowest rates.

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At current exchange rates. Premium—\$0.30 per \$100.00.

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At current exchange rates. Premium—\$0.50 per \$100.00.



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General Agent.

# DRESS UP! SHIRTS SPRING AND SUMMER, 1917.

Let "THE HOUSE OF QUALITY" make the necessary addition to your wardrobe to conform to the edicts of Fashion and comfort for the coming season.

A most up-to-date stock of Silks and Cotton Crepes awaits your inspection, suitable for Shirts, Underwear and Pyjamas. All that is new and desirable in both extreme and conservative designs now loads our shelves.

NOW IS THE TIME to attend to these wants while our stock is complete and before the Summer rush begins.

Your name and address, if not already on our mailing list, will procure a full set of samples and instructions for measurement by return mail.

Arthur and Bond  
MAKERS OF SHIRTS  
YOKOHAMA.

NOTE: Our representative, now in Australia, will be unable to make the usual Spring visit to China this season.



## ENEMY MAY RETIRE TO MEUSE OR OTHER RIVER DEFENCE LINE

Reports In German Press About Hostile Plans Intended To Confuse Allies--The Dutch And Swiss

The following review of the military situation by Colonel Repington of The Times is timely at this moment. It will be seen that, in seeking to forecast Hindenburg's plans for 1917, the writer suggests the possibility of a German retirement to the Meuse or some other river line where the defensive can be conducted with greater ease than on the front now held. He also weighs the chances of German violation of Dutch or Swiss neutrality.

The severe weather in all European theaters of war has temporarily suspended serious operations, and, though there may be short ranging attacks on the Russian front during the period of hard frosts, no prolonged operations are to be expected on this side until the roads have become practicable after the spring rains. On the German front, the French have captured or killed most of the defenders of the sectors attacked, and, moreover, our counter battery work, thanks to our gunners and our airmen, shows better results every time. The German walls of anguish from the Somme made it probable that the German commanders in the West have told Hindenburg that there are limits to human endurance and that the stonewalling tactics of 1916 cannot surely be prolonged. In this case the Marshal may be compelled to adopt heroic measures, to mass his best troops for one more great effort, to hold the rest of his Western front defensively with a thin line of the worst elements of his new levies, and, if all this fails, to go back to the Meuse or some other river line where the defensive can be conducted with greater ease than on the front now held. This is a course for which we must constantly be on the watch, especially during the next four months, if our offensive does not proceed one by the enemy, and we must extend our surveillance to the Belgian front as much as to any other.

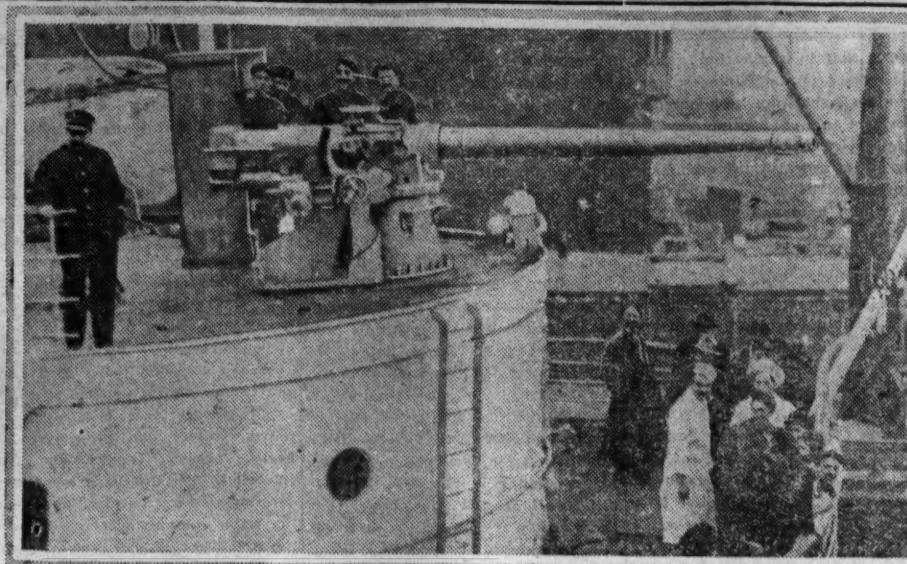
**The Netherlands**  
While our plans remain veiled in the necessary secrecy, no certain indication has yet been afforded of the principles upon which the enemy will conduct his campaign of 1917. We are not sure whether the arrest of the enemy's advance on the Sereh is primarily due to intention, to the state of the ground, or to the increasing Russian opposition. All these causes may have contributed to the result. It has always been a question whether Hindenburg aimed at the line of the Sereh because it represented the shortest additional line for his troops to hold, or because it afforded him a position of menace on the resumption of more serious operations in the spring. If the line is shortest, the position of Hindenburg's troops in this quarter is not entirely agreeable, for the right is involved in the maze of the lower reaches of the Danube, and the left is engaged in pitiless combats with the Russians in the mountain zone, where our northern Allies usually assert their superiority because heavy-gun armament tells less.

Hindenburg threw into Rumania all his available strategic reserve. He could afford to do so at a season so unpropitious for a general offensive by the Allies in East and West, but when this season ends he is bound to have reconstituted a strategic reserve for general utility purposes, and his first anxiety will be the West, because operations there are practicable at an earlier date than in the East, and because the Germans in the West have not recovered from the hammering they received in 1916 and given marked signs of depression at the thought that their trials will soon recommence and become much more severe than before. However much Hindenburg may still be bent upon the resumption of his Eastern advance, he is no longer lord of the marches alone, but of the marches and all the marches, and he will have received many warning that he cannot neglect the West and retain public confidence.

**The West**  
Is it practicable for the Germans to resume an offensive in the West? The return to the Western front of Hindenburg's floating balance of reserves will still leave the Germans inferior in numbers unless they can bring fresh divisions and a fresh and great mass of heavy guns into the field. There are no signs of fresh divisions yet, but additional guns may be provided. Much depends upon the result of the working of the German Auxiliary Service Law, and we cannot form exact opinions upon the future until we know what success or failure this measure has met with. It may have been a great bluff to intimidate the Allies before the recent offer to the enemy to negotiate saw the light. If it was a bluff, the manner in which it is about to be answered in England, although tardy, will completely disillusion the enemy, and will make his case worse than before, but if the measure was serious and produces great results, then the fact that it was in operation some three months before our answer to it even reached the stage of initiation will obviously cause the Germans to profit from it during the campaign of 1917, while we shall be in a less fortunate position, and our delay to give measure for measure will have serious consequences.

In any case Hindenburg, if he turns to the West, must do better than in 1916, and to follow the stone walling tactics of his predecessor on the Somme is likely to prove a painful process. The Germans may dig themselves into the bowels of the earth, but the deeper they go, the more prisoners they lose, for we can always lay the wire, fast with our trench mortars, our infantry can

## S.S. Chicago Ready For Submarine Attack



GUN ON STERN OF S.S. CHICAGO.

New York, February 22.—With a modern naval rifle mounted upon her stern, as shown in the photograph, the French liner Chicago is now fast approaching the zone barred by the German U-boat decree, on her voyage eastward from New York. The Chicago carries both passengers and a cargo of war munitions. She relies upon the accuracy of her gunners to protect her from U-boat attacks.

only hypothesis that concerns the general public.

Switzerland is divided into parts of a very different character, first the mountain zone, known in all its parts to legions of our tourists, and secondly the Swiss plain which is relatively low lying and suitable for the passage of great armies. The line of separation between the two districts is marked roughly by the railway Lausanne-Berne-Zurich. This Swiss plain is bordered by the Jura on the west and by the Alps on the south, and it forms a long, and practicable if somewhat narrow corridor from Constance to Geneva. The soil is fertile, the population dense, and the communications excellent. There is always a risk that the Germans may utilize this line of approach to fall on the French right in the Jura region. But if the Swiss do their duty this line of approach is not attractive, for if unable to defend the frontiers, or the Limmat where Massena held out for three months in 1799 after the battle of Zurich, they can fall back upon their mountains with their backs to a then friendly Italy, and can make the German advance a difficult operation. The French in the Jura will also be found disarmed, and the profit of the move, apart from its influence upon neutrals, will be exceedingly problematical. The Swiss mobilized their army at the outbreak of war. Afterwards they reduced it to a dangerously low figure. On January 24 they re-mobilized certain divisions or parts of divisions, and though the resulting effectives are not large, heavy guns are rare, and the Swiss Militia has still to be tried in modern war, this action is, we hope and believe, indicative of intentions of which we have nothing to complain.

The question of Switzerland is not quite so simple, because, although the attitude of the Federal Republic has been unexceptionable, we cannot forget that 70 per cent of its people speak German, and that various highly placed Swiss officers have during the war displayed sentiments that are the reverse of satisfactory to us. Further, the German practice in the case of Belgium shows that our principal enemy does not respect treaties when he imagines that it is to his military advantage to break them. There are two hypotheses of chief interest to us in the case of Switzerland, the one in which the majority of the Swiss place themselves on the German side, and the other in which they defend their neutrality against all comers as the Dutch are prepared to do, and as the Belgians did so gallantly under their noble King. The first hypothesis is one that naturally has to be considered by Allied staffs, and no doubt has been so considered, but the second is the

Before very long all the veil which conceals the intentions of friends and foes will lift, and the truth will be revealed to us. Then perhaps the development of a fresh British mine area in the North Sea, together with the harrying and dispersal of the German Zeppelin destroyers by our light craft, will be recognised as the opening moves in a mighty contest which promises to exceed in severity and in bitterness anything that has preceded it in this unparalleled war.

### LEADING U.S. BANKER COMING TO SEE ORIENT

Among the prominent Americans who will visit China and Japan in the near future is Mr. A. Barton Hepburn, chairman of the board of directors of the Chase National Bank of New York and one of the financial powers of the United States, who is known to be on his way now to the Orient.

Mr. Hepburn is one of the financial magnates of America who has risen to prominence from com-

paratively humble beginnings. Following his graduation from Middlebury College in 1871 he taught school, practised law and became a member of the State Legislature of New York. In 1880 he became superintendent of the Banking Department of the State of New York and then rose to be bank examiner and finally comptroller of the currency. The next step was the presidency of the Third National Bank of New York. Later he was vice-president of the National City Bank, president of the Chase National Bank and finally, in 1911, he became president of the board of directors of the last named institution.

Mr. Hepburn's name is found on the lists of the directors of a score or more of the leading financial and industrial concerns of the United States. He is a director of the

American Cotton Oil Company with a capital of more than \$20,000,000; the Woolworth Company, \$63,000,000; the Studebaker Corporation, \$41,000,000; the American Car and Foundry Company, \$60,000,000; the American Agricultural and Chemical Company, over \$46,000,000; the United Cigar Manufacturers Company, over \$25,000,000; and Sears, Roebuck Company, and a concern which has \$50,000,000 in common stock and \$8,000,000 in preferred, the total market value of which is over \$150,000,000. This last concern is a corporation with a wonderful history, having built up one of the greatest mail-order businesses in the world in a comparatively few years after a modest start. The concerns named are only a few of the many in which Mr. Hepburn is a leading figure.

In 1912 Mr. Hepburn was made an officer of the Legion of Honor of France.

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THE  
BRITISH-  
AMERICAN  
PIANO  
HOUSE

Statements made by Dr. P. Lassabliere (Director of the Faculty of Medicine, Paris, and Medical Aide Major to the Army):

"In 1912, in a communication to the Academy of Medicine, I made known the excellent results I had obtained through the same remedy on patients suffering from confirmed bacillary dysentery. There were three of these patients, entered as having acute enteritis, and so regarded until the day the bacteriological examination showed that they were suffering from true bacillary dysentery. But at this moment these three patients, subjected since their entrance to an exclusive treatment of condensed milk with rice-water, were already cured.

"Having been called upon to attend, in a hospital at the front, a large number of soldiers suffering from severe diarrhoea, I determined to try on adults the treatment which I had found so successful in the case of children.

"As regards its dietary action, it is explained by the fact that clinical observations, like the experiences of the laboratory, show that of all milks milk is that which throws the least amount of work on the digestive glands (Pawlow). But sweetened condensed milk has this advantage over ordinary milk—that it is an antiseptic, an antiseptic, and an antitoxic."

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## Another Point Set Straight

(The Outlook)  
A CHICAGO reader writes us as follows:

"Your editorial America's Duty (in The Outlook of February 14) is too strong for those who wish to be thoroughly careful before deciding for war. As I read this article how I wish that with the same power of the pen you had also written another article and described how England had violated international law, how she has said to us, Keep away from Germany with your merchant ships, and while it isn't necessary to send our ships to the bottom of the sea to gain obedience, nevertheless she is the sea bully, and has always been the sea bully, and now that she has met the land bully, militarism, please let them fight it out without our assistance."

Another correspondent sends us a copy of the Cornwall (New York) Press in which a summer resident of that town on the Hudson, a well-known and influential American citizen of German ancestry, says that Bishop Gallagher in a recent speech at Grand Rapids, Michigan, exactly expressed his views regarding the German submarine blockade. In his address Bishop Gallagher said:

"I disagree that the country must stand behind the President. Wilson acquiesced in the violation of international law when he allowed the Allies to starve out Germany. Why should international laws be forced upon Germany when other nations are not made to abide by them? Germany has the same right to starve out England if she can."

The foregoing quotations illustrate a curious confusion of thought prevalent in this country in the minds of many people ordinarily humane and intelligent. These people, who can quickly distinguish between murder and trespass on land, seem unable to make the same distinction at sea. The fundamental issue in the German and British blockades has nothing whatever to do with international law. The issue before the American people is simply this: Shall we tolerate the ambuscade and unwarmed assassination of our citizens on the high seas? No one denies that Germany has the right to blockade England, and by blockade to starve England if she can do so. The North starved the South by blockade in the Civil War, and no one objected either on the grounds of international law or of the common human instincts of the world. But if the North had sunk, without warning, every merchant and passenger ship attempting to run the blockade, and had indiscriminately drowned women and children in this form of assassination, Abraham Lincoln would have been looked upon today with horror by the civilised world.

Great Britain in maintaining her blockade of Germany seizes every belligerent or neutral merchant vessel that she suspects of carrying contraband. Let us admit that she herself defines what is contraband, that she is autocratic in this decision, that she opens and examines mail-bags, that she makes it very inconvenient and uncomfortable for non-combatants who wish to ship

goods or take passage themselves to Germany. But she does not kill anybody in this procedure. She has not killed a single non-combatant on the high seas during this war. Under the universally accepted rules of naval blockade she captures vessels, takes them into a designated port, examines them, confiscates their goods if she so pleases, and interns the vessel. But the injured party has a means of redress. Suits may be brought, and probably will be brought, at the close of the war, and damages covering all loss of property, or time, and of profits, may and probably will then be awarded. This is what happened in the Alabama claims during our Civil War. England acquiesced in submitting the claims to a tribunal, and when the decision was made against her cheerfully paid an enormous sum of money. In the Alaska boundary case with the United States the case went against her and she submitted. Her past history and her present conduct justify every American citizen in the confidence that if he has suffered illegal damages he will in due time receive full reparation.

But this is not Germany's method. Those who really want to get a visual impression of what Germany does may find a photograph on another page of this issue of The Outlook, showing how she conducts her blockade. While this picture portrays the sinking of a military transport, allowable under the rules of warfare, it shows exactly what has happened in the many cases of the sinking by Germany of non-combatant passenger and merchant vessels. Over a thousand men, women, and children were drowned without warning on the Lusitania. Scores of other non-combatants have been similarly drowned without warning by Germany since the Lusitania was torpedoed. There can never be reparation for these murders. This is the President's view. He has officially said to Germany that this course is a shocking violation of the commonest moral instincts of mankind, that it cannot be tolerated, that until Germany promises to stop it the United States cannot even maintain diplomatic relations with her, and, if she still persists, we must in defense of our honor and of the lives of our citizens try to stop her by force.

Cannot Bishop Gallagher see the difference between trespass and murder? Does he realise that while he accuses Great Britain of trespass, an offense which can be repaired by paying the damages which the trespass has caused, he is defending Germany in committing murder, an injury which can never be repaired? If Germany will send out her high sea fleet and, by the recognised procedure of naval blockade, prevent food and supplies from reaching the islands of Great Britain, The Outlook will cease to protest. But it will never cease to protest as long as Germany, by methods which are despised even by the professional prize-fighter, shells and torpedoes non-combatants and puts men, women, and children in open boats on the turbulent sea and leaves them to reach drown or to reach land as best they may.

## Biblical Prophecies And The War

STUDENTS of the Bible have in the last few months been drawing attention to some of the prophecies of Isaiah, Jeremiah, Ezekiel, Daniel and some prophetic passages from Revelations, asking if they are not being fulfilled today.

These prophets foretold the captivity of the Jews in Babylon, the return from that captivity, the rebuilding of the Temple, the destruction of Jerusalem by Titus and the dispersion of the Jews to the uttermost parts of the earth. All these prophecies have been fulfilled. But they foretold also a great world-war, culminating in the battle of Armageddon, after which the Jews should be gathered together from the ends of the world and the Kingdom of God should be re-established in Jerusalem.

DAVID Lloyd George, Prime Minister of Great Britain, has been punctuating his speeches with quotations from these prophecies. He is a deeply religious man, educated in a church school and, like most Welshmen, soaked in Biblical lore. He closed a speech on February 2 by saying "we shall confound the devices of the wicked ones."

A "Bible Christian" like Lloyd George uses the phrase "the wicked one" as St. John and St. Paul used it (Epistles of St. John, ii, 13-14; iii, 12; 11. Thesis, ii, 8), meaning Bellal, "The Abomination of Desolation." He

## Patriotism A Higher Self-Interest

By Theodore H. Price

I HOPE that in suggesting a relation between self-interest and patriotism I shall not be accused of iconoclasm in my attitude toward things spiritual. Patriotism in many of its aspects is a manifestation of spirituality that glorifies those from whom it emanates, the cause that inspires it, the sacrifices that it incites, and the enemies that it tries to justify.

This is the sort of patriotism by which Joan of Arc was animated. It is a sublimated devotion to a thing that we have idealized, by virtue of which we become willing and glad to endure hardship, distress, and even death in its defense. It contains an element of the heroic, and has also a quantum of vanity in its composition, for it is often generated by crowd contact and is unconsciously stimulated by the hope of winning popular approval.

In his book upon "The Crowd," published in 1897, Gustave Le Bon, a Frenchman says:

"It is crowds rather than isolated individuals that may be induced to run the risk of death to secure the triumph of creed or an idea, that may be fired with enthusiasm for glory and honor, that are led on almost without bread and without arms, as in the age of the Crusades to deliver the tomb of Christ from the infidel, or, as in '93, to defend the fatherland. Such heroism is without doubt somewhat unconscionable, but it is for such heroism that history is made. Were peoples to be credited only with the great actions performed in cold blood, the annals of the world could register but few of them."

In his recent and fascinating book upon "The Crowd in Peace and War," Sir Martin Conway expresses the same idea. He traces the spirit of patriotism by which England is now animated to the Anglo-Saxon habit of public assemblage, and says:

"What any generation can accomplish in faith and growth is little compared with what has been accomplished for them by the generations that have gone before. This is evident enough in the case of material possessions and the great treasure of the world's art, but it is still more true for the world's ideals. It is these that are the most precious of all its belongings, and for the preservation of these it has, not individuals, however great, but crowds to thank. For let me declare again that it is in crowds that ideals reside. It is they that incorporate them and they that transmit them. An individual may invent an ideal, but unless he can get it incorporated in a crowd it is barren of effect and dies with him. Rall against the crowd as we may for its intolerance, its pride, its fickleness, its lack of measure, and all the other shortcomings of which we are only too easily aware, it yet remains true that upon crowds our spiritual life depends, that from them we draw our enthusiasm, and to them we owe those flames of love and passion and glory which make the life of each individual the splendid opportunity that it is. A crowd that has never come physically together gains greatly in vigor if it can be in whole or even in part embodied. If it can be seen it will bring to bear on outsiders that attractiveness which, every embodied crowd possesses. If it can see itself, it will grow hot."

Our own observation and experience corroborate what these two students of psychology say. Patriotism is exceedingly difficult to sustain unless it is popular and excites the admiration of the crowd. As Sir Martin Conway says: "If the crowd can see itself, it will grow hot."

As long as the excitement caused by a new and unexpected crisis lasts, it is easy to be patriotic. None of us would dare to be otherwise. Pride, which is the satisfaction that we feel in the approval of our fellow-man, or the fear of his disapproval, is one of the most potent moral influences that we know.

But crowds are soon dispersed.

over all kindreds and tongues and nations.

8—And all that dwell upon earth shall worship him, whose names are not written in the book of life of the Lamb slain from the foundation of the world.

18—Here is wisdom. Let him that hath understanding count the number of the beast; for it is the number of a man; and his number is six hundred and six.

6—And he opened his mouth in blasphemy against God, to blaspheme His name and His tabernacle, and them that dwell in Heaven.

7—And it was given unto him to make war with the saints, and to overcome them; and power was given him

Emotional excitement is exhausting and evanescent. Our associates speedily tire of expressing their admiration for our heroes. Pride soon ceases to be a positive inspiration to patriotism, though it may restrain outspoken disloyalty, and the spirit of sacrifice is likely to die unless it is reawakened by personal peril or self-interest. History shows this. The Zeppelin raids were a wonderful stimulant to enlistment in England, but conscription was finally necessary for the defense of the Empire. In our own country, the draft riots of the Civil War, the bounties that had to be paid to secure soldiers, and McClellan's nomination for the Presidency connote a similar weariness in patriotic self-devotion; and the hope that the German troops may shortly refuse to fight is the basis of many predictions that the present war will soon be ended.

If, unhappily, the United States shall be drawn into a war for the protection of our rights (and the rights that we seek to protect are chiefly commercial), it will probably be fought on the seas a long way off from the center of population.

For most of us it will be comparative abstraction, just as the war in Europe is.

Unless the German Zeppelins or submarines can get over here we shall not hear the guns or see the fighting, and the patriotic enthusiasm which pervades the country at present may prove to be short-lived unless it is sustained by something more definite than the thrill we now feel when we see the flag or sing "America."

In saying this I do not intend to be cynical or plead guilty to a charge of materialism or selfishness for myself or my countrymen. Our Government has its defects and our citizens their faults, but, taken altogether, we have the best Government and the best citizenship that has yet been evolved.

It is my purpose to give staying power to our patriotism by showing that it is the highest expression of intelligent self-interest in that it is necessary to the maintenance of this Government and the continued enjoyment of the opportunities and happiness that are ours under the American flag.

This may sound trite, and upon reflection it may become self-evident; but how many of us realize that our lives, our liberty, and our fortunes would have been in peril if the country had not responded as it did to the President's recent words, and that a continued manifestation of the same spirit is necessary for the preservation of everything that we hold precious?

To me the one danger of permanent peace lies in the fact that it is likely to make us unappreciative of the debt we owe to government and forgetful of the truth that eternal vigilance is the price of liberty.

Undisturbed in the protection of our rights and accustomed to the orderly enforcement of law, we become unconscious of the man-made character of political institutions and grow to think of them as our natural endowment, like the solar system or the atmosphere.

For one hundred and five years, since 1812, our Government has been unattacked from without. In our eyes it has come to have great permanence and we have prospered amazingly under it.

For most of us, however, it is a thing apart toward which we have no duty but that of criticism. The other night at a public dinner in New York one of the speakers suggested that it would be a good thing if the business men present should try to get a little more closely in touch with their Representatives in Congress and the State Legislature. Of the ten men who sat at my table only one knew who his Congressman was and none of us could name our State Assemblyman or Senator. I felt then that we were estopped from the criticism of the National and the State Legislatures in which we were engaged, and I have since come to feel that one of the great dangers that confront this country lies in our failure to perceive

Prussia, Bavaria, Saxony, Wurtemburg, Baden, Austria, Hungary, Bohemia and Turkey.

The number 666 has been regarded

as that of the reincarnated Nero, who is said to reappear on earth at intervals.

On dabbler in prophecies,

Henry B. Stelling of Augusta Ga., has published a pamphlet in which he says:

"Six hundred and sixty-six years is not the age of a man. Six hundred and sixty weeks is the age of a boy.

Six hundred and sixty-six months is the age of a man, or fifty-five and a half years.

Emperor William was

born Jan. 27, 1859..... 1-27-1859

Add his age in July, 1914 6—0—55

Beginning of the war ..... 7-27-1914

"Emperor William III. was exactly

five-hundred and six months old on

the day the war started."

Revelation, xiii, 5, says of the beast:

"And power was given to him to continue forty and two months."

If this refers to the present war, as

many believe it does, it indicates that

the war will end on Jan. 27, 1918 (the

Kaiser's birthday), and forty-two

months from the beginning of the war.

(Continued on Page 11)



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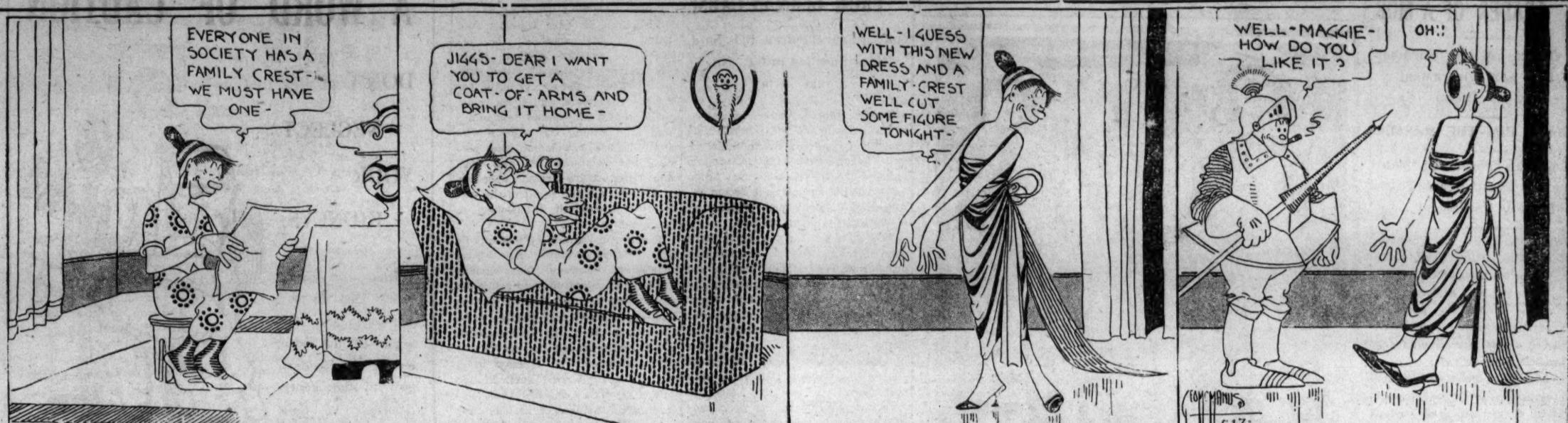
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## Daily Home Magazine Page

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## John Bull And Washington Irving

Every one is familiar with the written by Dr. Arbuthnot, entitled term John Bull. Nearly a hundred "The History of John Bull," and first years ago, Washington Irving could published in 1712. At about that write of him that "there is scarcely time the question of the Spanish a being in actual existence more succession was agitating all Europe, absolutely present to the public. This agitation had gone on, in one mind than that eccentric personage, John Bull;" and yet, few people are aware of the origin of this nickname for the British nation. To find it we must go back just over 200 years, to England, the growing discontent over the matter, and the growing

antagonism to the Whigs, who were largely responsible for it. Dr. Arbuthnot was a Tory of Tories. A friend of Jonathan Swift and of Alexander Pope, he was a brilliant satirist, "full of abundant imagination," and from his position as court physician he enjoyed many privileges. So he looked out on the times, on the adventures of the Whigs in France and in Spain, and launched out, after the manner of his day, into a series of political pamphlets.

It was in the year 1712 that all London, or that part of it which had grown tired of the Whigs, found itself rejoicing over the first of a series of such pamphlets which began to appear under the title of "Law is a Bottomless Pit, Exemplified in the case of Lord Strutt, John Bull, Nicholas Frogg and Lewis Baboon, who spent all they had in a law suit. Printed from the manuscript found in the cabinet of the famous Sir Humphrey Polesworth." And Lord Strutt was Charles II of Spain; John Bull was, of course, England; and Nicholas Frogg, "a cunning sly rogue quite the reverse of John in many particulars," was Holland; whilst Lewis Baboon was Le Grand Monarque. "And sometimes you would see Lewis Baboon behind the counter, selling broadcloth, sometimes measuring linen; next day, he would be dealing in mercury wares; high head's, ribbons, gloves, fans and lace, he understood to a nicely." So Arbuthnot goes on, filling in the picture with wonderful deftness, showing Louis, as he was, forever seizing wealth wherever he could find it, and then squandering it all on wars and again wars, in "backsword, quarterstaff and cudgel play, in which he took great pleasure."

But to return to John Bull. Bull, in the main, was an honest, plain-dealing fellow, choleric, bold, and of a very inconstant temper. He dreaded not old Lewis, either at Backsword, single falchion or cudgel play; but then he was very apt to quarrel with his best friends, especially if they pretended to govern him. He was quick, and understood business well; but no man alive was more careless in looking

into his accounts, nor more cheated by partners, apprentices, and servants, as foretelling the present world war. Here are a few:

Jeremiah, xxv., 23—Thus saith the Lord of hosts, Behold evil shall go forth from nation to nation, and a great whirlwind shall be raised up from the coasts of the earth.

33—And the slain of the Lord shall be at that day, from one end of the earth even to the other end of the earth; they shall not be lamented, neither gathered, nor buried; they shall be dung upon the ground.

35—They come from a far country, from the end of Heaven, even the Lord, and the weapons of His indignation, to destroy the whole land.

Daniel, xi., 3—And a mighty king shall stand up, that shall rule with great power, and do according to his will.

4—And when he shall stand up, his kingdom shall be broken, and shall be divided toward the four winds of Heaven; and not to his posterity, nor according to his dominion which he ruled; for his kingdom shall be plucked up, even for others beside those.

11—And the king of the south shall be moved with choler, and shall come forth and fight with him, even with the king of the north; and he shall set forth a great multitude; but the multitude shall be given into his hand.

15—So the king of the north shall come and cast up a mount, and take the most fenced cities; and the arms of the south shall not withstand.

18—After this he shall turn his face toward the isles, and shall take many; but a prince for his own behalf shall cause the reproach offered by him to cease; without his own reproach he shall cause it to turn to him.

19—Then he shall turn his face toward the fort of his own land but he shall stumble and fall and not be found.

36—And the king shall do according to his will; and he shall exalt himself, and magnify himself above every god.

38—But in his estate shall he honor the God of forces.

40—And at the time of the end shall the king of the south push at him; and the king of the north shall come against him like a whirlwind, with chariots, and with horsemen, and with many ships; and he shall enter into the countries, and shall overflow and pass over.

44—But tidings out of the east and tidings out of the north shall trouble him; therefore he shall go forth with great fury to destroy and utterly to make away many.

45—. . . yet he shall come to his end and none shall help him.

xli., 1—And at that time shall Michael stand up, the great prince which standeth for the children of thy people; and there shall be a time of trouble, such as never was since there was a nation even to that same time; and at that time by people shall

be delivered, every one that shall be found written in the book.

Isaiah, lxvi., 15—For behold the Lord will come with fire, and with His chariots like a whirlwind, to render His anger with fury and His rebuke with flames of fire.

16—For by fire and by His sword will the Lord plead with all flesh; and the slain of the Lord shall be many.

FOR years the Zionist movement, which is to take the Jews back to the land that was promised by God to Abraham and his seed forever, has been gaining strength among the scattered descendants of Abraham.

Zionists in whom burns bright the hope to see Israel reunited, with Jerusalem as the capital of a great nation, and in whom lives faith that the Divine promise to Abraham has not been forgotten, which the slow but steady march of the Allied armies toward the Holy Land and read the famous words of Jeremiah: (1., 15.)

"For, lo, I will call all the families of the kingdoms of the north, saith the Lord; and they shall come, and they shall set every one his throne at the entering of the gates of Jerusalem,

and against all the walls thereof round about, and against all the cities of Judah."

There is a multitude of prophecies that foretell the restoration of the Kingdom of God in Jerusalem, of which the following is perhaps the most striking:

Micah, iv., 1—And it shall come to pass in the last days that the mountain of the Lord's house shall be established in the top of the mountains and shall be exalted above the hills; and all nations shall flow unto it.

2—And many people shall go and say, Come ye, and let us go up to the mountain of the Lord to the house of the God of Jacob; and He will teach us of His ways, and we will walk in His paths; for out of Zion shall go forth the law, and the word of the Lord from Jerusalem.

3—And He shall judge among the nations, and shall rebuke many people; and they shall beat their swords into ploughshares, and their spears into pruning-hooks; nation shall not lift up sword against nation, neither shall they learn war any more.

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3 Eggs.

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½ Teaspoonful Salt

Sift Flour, Baking Powder, Salt and Sugar in bowl, and milk and yolks of eggs, fold in beaten whites. Bake in very hot greased waffle iron.

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## CALLS NORTHCLIFFE LEADER OF A MOB

His Object, A. G. Gardiner  
Writes, Is a Government  
By The Press

TO MAKE HIM THE MASTER  
Deplores the Crusade of 'Slan-  
der and Insult' Meant 'To  
Destroy' Parliament

London, Feb. 17.—A. G. Gardiner, editor of The Daily News, today discusses The Manchester Guardian's article of yesterday deplored the Government's refusal to adopt a system of Parliamentary committees. In a signed article two columns long Mr. Gardiner says in part:

"No one can be indifferent to the attempt which is being made to set up a mob dictatorship over Parliament and to drive every self-respecting man out of public life. Readers of Lord Northcliffe's newspapers must have an excellent capacity for devoring any venomous rubbish that is thrown them, but even they must be puzzled by the apparently gratuitous and unmeaning crusade of slander and insult which is being conducted against what are called the 'old gang' in the columns of The Daily Mail, Evening News, and Weekly Despatch."

After citing instances of attacks on "the old gang" of whom the only authentic members were Asquith, Grey, McKenna, Runciman, and Samuel," Mr. Gardiner observes:

"It seems that Lloyd George, Bonar Law, and the rest never had anything to do with anything that went wrong with the last Government." The Daily News editor then says:

"It sounds very bad and squalid but there is purpose in it. Asquith, Grey, McKenna, and the rest are being hounded out of public life for a quite definite object. The object is to destroy the authority and power of Parliament. Lord Northcliffe never loses the opportunity of sneering at Parliament. He rejoiced that Lloyd George absented himself from that foolish body and went on with his work instead of talking his own talk to the House of Commons. As for the House of Lords, Lord Northcliffe made only one speech in it, and he is not likely to repeat the experiment. He has no use for Parliament and he is leading the mob against that institution. He is engaged in establishing a Government by the press. That is the instrument which will make him master of our destinies. What chance has Parliament, when men have to argue against a barrel organ which can teach the mob to chant, 'Wait and see,' and save them the trouble of thinking, but to accomplish his purpose. Lord Northcliffe must get rid of men who represent the dignity and authority of Parliament in the public mind. Hence this avalanche of vulgarity and insult."

The Daily Mail this morning had an editorial attack on Asquith based on some sentences quoted from his speech in East Fife. Tonight's Westminster Gazette prints in ordinary type the passage as it appears in The Mail, and adds in italics what immediately followed in the former Premier's speech. The Westminster Gazette then says:

"Everybody who has advanced in education sufficiently to read for himself knows, or can see, that Asquith was using every power that his authority and position in the country enabled him to exercise to make the war loan a success and to urge every man to subscribe. He is attacked, by means of a passage dragged from all the context, as one who endeavored to grab the loan. This mode of controversy is beyond comment."



## British Girls Flock To Farm "Colors"



BRITISH FARMER GIRLS.

The above photograph shows three members of the British Women's Land League in the costumes worn during their daily labors on a large farm near Evesham, England.

Linen smocks, riding trousers and puttees, capped by wide-brimmed felt hats, make the farmer girls of Britain a picturesque addition to the scenery of the English countryside.

## Human Side of War

The value of fat for munitions has become widely known throughout the British ranks, with the result that the various units vie with one another in making a good return. An interesting story which is officially vouched for illustrates this. A number of men who had quitted their regiment for a course of musketry instruction at a camp in another part of the country were found by the inspecting officer to have left no bones from their rations.

On inquiry it was found that they made up a parcel of them daily and posted it to their unit in order that it should make a better return.

Captain Charles Bathurst, for the Food Controller's Department, made the interesting announcement last month in the House of Commons that masters of foxhounds had decided on their own initiative to reduce substantially the number of day's hunting throughout England and Wales. They were prepared, too, to slaughter a very large proportion of hounds. Some masters of hounds were shooting foxes and advising members of their hunts to shoot them in order to prevent the destruction of poultry or garden stuff.

The Italian Minister of War has issued an Order forbidding duelling throughout the Army for the duration of the war. General Cadorna had already taken steps to prevent duelling in the war zone. By an Order issued last May all personal disputes had to be referred to a "Court of Honor," and in the event of the Court deciding that a duel was inevitable the encounter had to be delayed until after the end of the war. The same provisions now apply to the entire Army.

A man named Thomas Weedon, aged about 30, his wife, and their son, aged seven, were found dead in bed from gas poisoning at their

Harrow School monitors have recommended tuck-shop proprietors to supply potato cakes instead of pastries.

## THE POLES HANG BACK FROM GERMAN CAUSE

Only a Few Hundred, It Is Said,  
Have Enrolled in the 'Na-  
tional' Army

Geneva, February 20.—The appeal to the Poles in the newly-proclaimed kingdom to enlist in the Polish army and fight under Austro-German banners for the new State has fallen on deaf ears, according to recent information brought from Warsaw by neutral and German visitors.

The units of the new army have been formed, and a considerable number officers and men from the old Austrian Polish Legion and from the Polish troops of the German Army have been brought to the occupied district of Poland to instruct the Polish volunteers, but only a few hundred troops, most of them students in Warsaw University, who volunteered in the first flush of enthusiasm following the proclamation of the kingdom, are said to have come forward. The two Polish army corps, of which the German advocates of the establishment of the new Poland spoke as the probable contribution from the kingdom to the armies of the Central Powers, are declared to show no signs of ever coming, into existence.

The Polish workmen and peasants, it appears from the accounts of developments in Poland that have reached here, show a decided disinclination to take up arms, and the labor shortage in Germany has been made good in no small degree, it is asserted, by an exodus of Germans of Poles who feared being impressed into the new army and who decided to seek safe employment in the German munitions factories or on farms rather than face the risk of being drafted as soldiers.

Nor are large elements of the

## ARRIVED !

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These are some of the symptoms of kidney impurities in the blood. There are many more, but these show our meaning.

Whatever you do, whatever you think your disease is, look well to your kidneys at the first sign of anything wrong. Give them just the aid they require in

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SHANGHAI

## Germany's War Aims As Seen By Her Navy League

Secret Memorandum Deals With Questions Regarding Flanders Coas', Sea Power And The Empire's Future Security

Berlin, Germany—The Kreuz Zeitung recently published the text of a secret memorandum adopted by the council of the German Navy League at its annual meeting, and forwarded to the Imperial Chancellor and the Federal Council. The Conservative organ prefaced the communication with the remark that for well-known reasons its publication had only now become possible, but so far the document has not been reproduced in the press generally, although it has been reprinted at Hamburg.

It is signed by Grand Admiral von Koester, as president of the Navy League, and opens with a reference to the past services and responsibilities of the league. It then quotes a passage in one of Dr. von Bethmann Hollweg's Reichstag speeches in which he said that the meaning and object of the war was a Germany so firmly constituted and so strongly guarded that nobody would again yield to the temptation to attempt to destroy her, and that all the world would recognize her right to the active employment of her peaceful strength. The document then examines the considerations which, in the opinion of its authors, induced Great Britain to enter the war, for which, it asserts, she had been preparing for 11 years; after which it proceeds to deal with German naval war aims, arranging them under the following headings: The Flanders Coast. Colonial Policy. Freedom of the Seas. German Naval Power. The Security of the Empire's Frontiers.

The section concerning Belgium occupies the most space. Beginning with a reference to the historical importance of Antwerp, and England's alleged intention to invade Germany by way of Belgium, the memorandum points out that whereas England was practically only a naval power before the war, she will emerge from it a land power as well. In these circumstances, it declares, the restoration of Belgium to her former position would inevitably lead to her becoming openly what she was secretly before the war in consequence of unequal treaties with England and herself felt in Belgium, especially by

French, "and the Belgian people, which is hostile to us," it adds, "would be only too glad to lend a helping hand." It also insists that in the event of another world war a Belgium thus prepared would presumably force Holland also to join her. Hence it argues that only a Belgium under Germany's political and military control would make it possible for the latter effectively to threaten Great Britain itself by enabling her fleet "to create for England that risk which was to be the final purpose of its construction." Had Germany held the Flemish coast before the war, it declares, England would never have dared to transport her armies to France, or been able to conduct her Thames shipping undisturbed, and to close the western exit from the North Sea to German trade with comparatively small forces.

Germany would not have needed to acquire Havre, Calais, or even Boulogne for her purpose; the coastline she now held would have been quite sufficient, and her possession of it, moreover, would have necessitated a division of the British fleet, so that it would have been possible for the German naval forces, which, though weaker, would have been operating on the inner line, to strike blows that would soon have reduced the existing inequality. Then, of course, there would be the inestimable value of the military position of Belgium on the French flank, and it would thus be seen that her military and political domination by Germany was an imperative necessity, while the restoration of her previous political position would be tantamount to a German defeat in the war.

Antwerp, moreover, the memorandum continues, had become an almost indispensable link in German seagoing trade even before the war, and its place in that respect could only be taken by a German North Sea port a the cost of considerable sacrifices of time and freights. Besides, the expressed intention of the hostile coalition to hamper German trade as far as possible after the war would make

German export firms and trans-Atlantic lines whose profits largely depended on their calls at Southampton and Cherbourg. An Antwerp in German hands would be the only possible substitute, and it was unlikely that English and French passengers, who liked the rapidity and convenience of the fast German vessels, would be dissuaded from using the ships that ran to the mouth of the Scheldt. Flushing indeed, might be destined to become to Antwerp what Cuxhaven had become to Hamburg in the service of the Hamburg-American Line.

As to colonies and naval bases, the memorandum left the explanation of the absolute necessity for a colonial empire to others better qualified to give it, but observed that considerations of colonial policy also rendered the acquisition of the Belgian coast imperative. Only a Germany which could attack the British Isles themselves could prevent Great Britain from laying hands on German property overseas in future, and for the recovery of the German colonies the defeat of England was indispensable. Again, as to the freedom of the seas, paper agreements were useless. England hoped after the war to be undisputed mistress of the seas for a century, as she was after Trafalgar, and nothing would avail but "a Belgium over which floats the German flag."

In the section on German sea power the document denies that "Berlin-Baghdad" can be any substitute for Germany's "future on the water," but declares that future depends on a fleet strong enough to defend her sea trade and her colonies. Its inability to do so hitherto was due to its lack of the bases of which the enemy had so many, and the consequent impossibility of keeping up the supply of munitions, coal and food.

The memorandum refrained from discussing what must be done in future, but observed that the experiences of the war seemed to teach that Germany's colonies in West and East Africa were the most important, and would also be the easiest to defend from the military point of view. Their effective protection and that of German world trade, it added, would require a cruiser fleet, able to rely on few, but strong, land bases, and on floating bases in the form of supply ships, whose speed and seaworthiness must be on a level with those of the cruisers themselves.

In the final section the memorandum welcomes the Chancellor's re-

putation of the status quo ante bellum. The details, it observes, are not for the Navy League to discuss, but it assumes that where Germany annexes coastlines she will be careful also to annex neighboring islands. The war aims formulated by the Chancellor, it concludes, can be realized only if Germany's chief enemy, the author of the world war and the driving-power of the hostile coalition, is so reduced that he can no longer continue the struggle. After what has happened the Navy League considers impossible any agreement with England other than one based on fear of Germany's strength, and it again reiterates that on that strength alone can Germany's future security rest.

Shoes? White wore out all the shoes he could get at first; then for years and years he travelled barefoot. The officials had taught him that was the proper way to walk—the most healthful way. So, when he started on one of his long journeys he carefully removed his shoes. When he finished his walking task for the day he put them on again.

Six hours every day he permitted himself to walk; and he made a speed of just about two miles an hour.

"Twelve miles a day is enough for any man to walk," he used to tell his friends. "That's just enough to keep in good health. If I walk faster I can't enjoy the music."

In his younger days, when he first came to the poor farm, he was not so particular and often made eighteen or twenty miles a day. As he grew older, however, his speed decreased.

"I'm the greatest traveller in the world," he often said. "I've been to every country I ever heard of, I've been to every city in the world, and I've been to the North Pole and the South Pole. I'd go to the moon, but I can't walk across space."

Out in the yard at the poor farm there are several circles trod down many inches in the earth. In White's little room, his feet actually made a plainly discernible circle on the pine floor.

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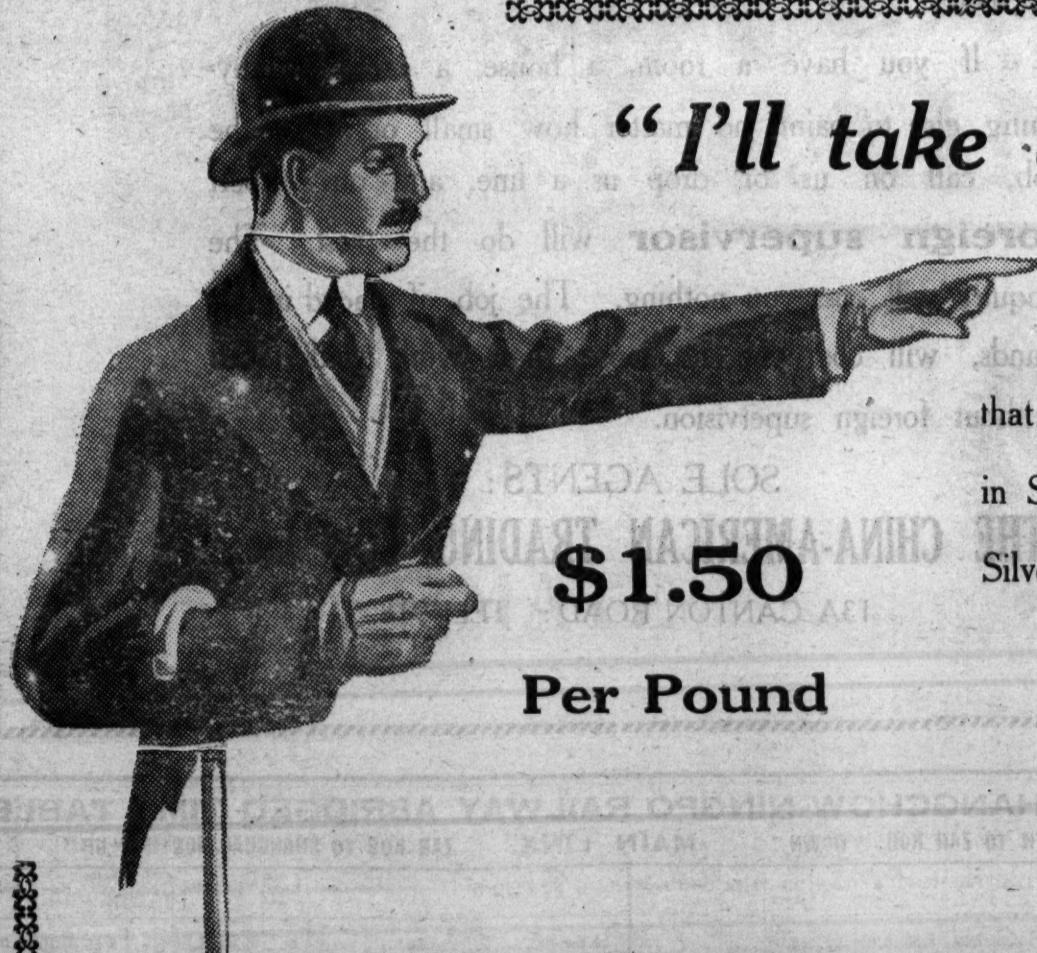
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In Event of War With Germany, If President Consents, He Contemplates Raising Force And Sailing for Europe

**TO FIGHT UNDER GENERALS  
OF ALLIES IS HIS PROJECT**

Size of Force Depends on Conditions—If Plan Should Interfere With U. S. Army's, Would Organise in Canada

New York, February 20.—The New York World is informed on excellent authority that Col. Theodore Roosevelt is planning to raise an expeditionary force in the event of war with Germany and to sail to Europe with it just as soon as possible. It is his intention to place this force at the disposal of the Entente Generals who have charge of the fighting scheme and to lead it in accordance with their ideas.

Those who are acquainted with the Colonel's plans say that he is making them with the idea of joining directly with those who are fighting Germany now, any idea which the army and navy officials of the United States may have for conducting a distinctively American campaign to the contrary notwithstanding. It is declared that Col. Roosevelt feels that the sending of an expeditionary force to Europe would give additional zest to the struggle of the Allies and convince them as nothing else could that America is whole-heartedly devoted to the cause for which they are fighting.

**Size of Force Uncertain**

How large a force he would raise would depend entirely upon the conditions obtaining at the particular time at which the United States entered the war. He is known to have obtained pledges from a sufficient number of trained men at the time the Mexican situation was critical to make the formation of a division possible within a very short time. His present plans are known to cover the possible raising of a corps, or even of an army of 200,000 men.

One of the matters which Col. Roosevelt has under consideration, according to The World's informant, is to go to Canada and organize his force there in the event that his plans would interfere with those of the General Staff to such an extent as to make the organization of his command here too difficult. It is said that he would not do this except with the tacit consent of the General Staff and the army chiefs, but that he feels that Canada's experience during the last two years in organizing and training expeditionary forces within a short time would be of invaluable assistance to him.

**Plan Depends on Wilson's Consent**

In the first instance the fulfillment of these plans depends upon the consent of the President and his advisers. Should war come, Col. Roosevelt would do nothing to embarrass the Administration, but those who are acquainted with his scheme believe he would not have much difficulty in convincing Washington that he should be permitted to go ahead. What representations, if any, have already been made to the authorities on this point has not been divulged.

It would be necessary for Col. Roosevelt to be commissioned by the President to head his expeditionary force, the rank to be given him depending upon the character of the organization which he will form. It is known that upon the announcement of his intention to form a brigade for Mexican service his plans contemplated asking for a commission as Brigadier General.

Should this expeditionary force be raised the Colonel will seek the aid of the Navy Department in conveying it to Europe, should the plans of that department for war with Germany not make it possible to detach a sufficient number of fighting vessels from the squadrons which would be patrolling the Atlantic Coast for the trip to Europe it is understood that Great Britain stands ready to do the conveying. She has a fleet already engaged in that work and the sea lane from Halifax to England has up to date been swept clear of submarines.

**'Hats Off To France!' Says  
Ruth Law After First Voyage  
In Newest French Warplane**

Young American Aviatrix Is Greatly Impressed By The Number and Variety of Aircraft Seen on Every Hand

By Ruth Law

Paris, February 18.—Through my very good fortune in having found a friend in one of the leading French airplane constructors my fondest desire has been realized. I have flown with him in an airplane above Paris, amid scores of other aircraft and beautiful, big dirigibles that looked pink in the glow of the afternoon sunlight. They floated around me and we darted among huge battle cruisers of the air with real cannon mounted on their snub noses.

These "gun machines," as they are called in the army, are employed to attack enemy airships—Zeppelins—while whole squadrons of little wasps, such as the machine in which I was a passenger, are used to drive off the enemy wasps that accompany and protect their big, slow moving dirigibles. After an aerial battle, if the enemy fighting machines are dispersed, the great, cumbersome airship often falls an easy prey to the big French "gun machine." And then the official aviation communiqué announces, "Another Zeppelin was brought down."

**Paris Beautiful From Skies**

I have flown over many great cities, but Paris is the most beautiful of all when viewed from the air, with the Seine winding like a long, narrow, silver-blue ribbon and her wide, treefringed boulevards clearly defined.

**AFFECTED BY ANXIETY.**

The most impressive feature of aviation in France is the great number and variety of airplanes at any one flying field. I saw fully a hundred hangars in one field, each hangar capable of housing a score of machines, and all seemed to be full.

France is ten years in advance of other countries as a result of the necessities of the war. What a wonderful thing it will be, when peace is restored and all these airplanes, now carrying big guns, will fly on peaceful missions carrying passengers and mail and other useful burdens.

I shall never forget the little steamer that carried me across the English Channel during a night of miserable illness. How I longed for my airplane that could make the trip from London to Paris in two hours without discomfort to me.

Le Bourget, seven miles northeast of Paris, is one of the centers of aviation in France, and in this huge aircraft city may be seen every type of flying craft that is being used at the front. After presenting military pass and going through numerous formalities, I was escorted by a young French Captain to inspect all

the different models, and he explained their particular usefulness to me.

**Tiny Engine of Death**

One little monoplane was flown for my benefit, it being the newest arrival and the tiniest machine that ever took the air. It looked exactly like a humming bird, but instead of long bill it has a machine gun which shoots through the propeller. The machine is so pretty it is difficult to realize that it is an engine of destruction, and sure death for the pilot of any enemy machine that overtakes it.

Aviators are still quite a curiosity in America, and I stared wonderingly at the groups of fine looking boys, all trained pilots, who stood beside their airplanes awaiting orders to go up. There seemed to be no end to them. To these boys flying is a pleasure, as could be seen easily from the antics through which they put their machines. Looping loops, diving, tall spins from great heights, rolling over and over in the air and steep banking were among the stunts they performed for a small but admiring group of spectators.

When I fly in the United States I wear a leather suit, knickerbockers and coat and puttees, to protect me from the wind and cold, as my airplane is entirely open. Until yesterday when, the day after I visited Le Bourget, I was invited by my

"If people would only attend to their blood, instead of worrying themselves ill," said an eminent nerve specialist, "we doctors should not see our consulting rooms crowded with nervous wrecks. More people suffer from worry than anything else."

This sort of thing which the specialist spoke of is the nervous run-down condition caused by over-work and the many anxieties of to-day. Sufferers find themselves tired, morose, low-spirited, unable to keep their minds on anything. Any sudden noise hurts like a blow. They are full of groundless fears, and cannot sleep at night. Headaches, neuritis, and other nerve pains are also part of the misery, and it all comes from starved nerves.

Doctoring the nerves with poison or sedatives is a terrible mistake.

The only real nerve tonic is a good supply of rich blood.

"There is only one way to feed the nerves," said a great doctor. "The stomach can't do it. The blood is the nerve feeder." Therefore the cure for neurasthenia, nervousness and run-down health is the new rich blood which only the genuine Dr. Williams' pink pills for pale people are able to make. The revived appetite, improved spirits and new strength which come after a few days' use of these pills will delight every sufferer. Start them at once; they are obtainable from dealers everywhere, also 1 bottle for \$1.50, 6 for \$8, from Dr. Williams' Medicine Co., 16 Szechuan Road, Shanghai.

FREE—"Nerves and their Needs"

is a book for nervous people; send post card to above address.



**Pour LUX on the troubled  
waters of the wash**

Myriads of delightful Lux wafers are working wonders at the wash-tub all the world over. In colour, these wafers are as cream—to the touch they are as silk. Each single Lux wafer is a tiny missionary for cleanliness and comfort. Their mission is to make cleanliness really delightful and delightful easy to attain.

**LUX FOR WOOLLENS, BLANKETS, FLANNELS  
AND DAINTY FABRICS.**

Sold by all Chemists and Dealers

Agents:

**LEVER BROTHERS (CHINA), LIMITED,**  
3 Kiukiang Road, Shanghai.

plane constructor friend to visit his field and take a spin in the air. I had always thought it necessary to wear such a costume when flying.

At the thought of flying over Paris, however, I did not stop to think of dress, but, in my street clothes, just jumped in beside the young manufacturer, M. Morane. However, I did discard my straw hat for a leather aviation helmet like the headgear football players wear.

**Up at an Alarming Angle**

As soon as I was comfortably seated in the small, powerful monoplane, my guide, who makes these speedy little machines, climbed in beside me and gave the word to his mechanics to start the engines.

Before I had time to catch my breath we were climbing at an alarming angle—almost straight up in the air, it seemed, and then up some more.

I thought that the motor would stall any moment, but then I remembered it was a French monoplane and steep climbing was an ordinary thing for it. I calmed my fears and looked around.

The speed was the greatest at which I had ever flown, and the frail little wings held

up the terrific strain.

My extra weight as a passenger did not seem to have any effect on the little machine's climbing ability. We darted in and out among fleecy clouds, and once I leaned over the side of the fuselage to look down.

Then I realized what speed and

tremendous wind pressure meant.

I thought my head would be blown off before I could get back behind the protection of the thick glass

windshield. All the breath was knocked out of me and I gasped for a few minutes to recover my wind.

M. Morane then told me not to lean out for, if I wished to look at the ground, he would dive nearly straight thus affording a view as from a "shoot-the-chutes." Despite

the terrific speed, it was quite com-

fortable when protected behind the

windshield, and in the deck of the

fuselage it was like being inside a

speedy motor boat. I fully expect-

ed to have my clothes ruined by

flying oil sprayed from the engine

which would be the case in any

American-built airplane. But after

I landed I did not find a single

grease spot, and I was just as when

I entered the machine except that

at the time I looked over the side

I had by this time become accus-

tomed to the tremendous speed, and as we flew toward the city the spectacle was the most inspiring I ever saw.

Along the white, winding roads I could see snake-like caravans

of army automobiles going and com-

ing to and from the front carrying

supplies. I saw the Eiffel Tower

utting into the sky and the Sacre

Coeur Church on the summit of

Montmartre, and the huge Arch of

Triumph.

**Her Hat Off to French**

On the way back to the flying field

M. Morane said he would put the

machine through its paces and show

me just what he could do with it.

First we stood up on the wing, then,

with the ease and grace of a bird,

we dived and spiraled and then

climbed again. Then in beautiful,

great circles we came floating down

past rows and rows of military

hangars, coming to a stop in front

of our waiting automobile.

The most interesting flight I had

ever undertaken had come to an

end all too soon.

My hat is off to the French—their

aerodromes, airplanes and aviators

are wonderful.

## THE CHARLES H. BROWN PAINT COMPANY'S PRODUCTS

are known the world over for their lasting and highly protective qualities. They have been proven by analytical tests to be 100% pure, each of their lines being therefore

### A PERFECT PAINT.

A large and varied stock is always kept on hand, so that all the requirements of the trade may be met.

If you have a room, a house, a roof, or anything else to paint, no matter how small or large the job, call on us or drop us a line, and our expert **foreign supervisor** will do the rest. The enquiry will cost you nothing. The job, if placed in our hands, will cost you no more than work undertaken without foreign supervision.

**SOLE AGENTS:**  
**THE CHINA-AMERICAN TRADING CO., Inc.,**

13A CANTON ROAD: TEL. 918.

### SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAH KOU—"DOWN"		MAIN LINE.		ZAH KOU TO SHANGHAI NORTH—"UP"	
STATIONS	Local	Fast	Slow	Coolie & Goods	Local
Shanghai North	dep.	7.40	8.55	10.05	14.05
Jessfield	dep.	8.01	9.16	10.26	14.25
Suzhou	dep.	8.10	9.25	0.35	14.31
Lungqua Junction	dep.	8.28	9.48	11.00	14.52
Shanghai South	dep.	8.00	9.20	10.30	13.35
Lungqua Junction	dep.	8.28	9.48	11.00	13.52
					14.52
					18.00
					18.33
					18.50
					18.57
					18



## FINANCIAL AND COMMERCIAL NEWS

## Exchange and Bullion

Shanghai, March 31, 1917.	
Money and Bullion	
Gold Dollars Bank's buying rate	
@ 81½ = Tls. 1.23 @ 7.26 =	
Mex. \$1.69	
Gold Dollars. Market rate... 72.3	
Sh'ha Gold Bars: 978 touch...	
Bar Silver	
Copper Cash	1798
Sovereigns:	
Buying rate @ 3/4½ = Tls. 5.96	
Exch. @ 72.6 = Mex. \$ 8.21	
Peking Bar	305
Native Interest	.02
LATEST London Quotations	
Bar Silver	363.
Bank Rate of Discount	5½%
Market rate of discount:	
3 m.s. %	
4 m.s. %	
6 m.s. %	
Exchange on Shanghai, 60 d.s.	
Ex. Paris on London ... Fr. 27.80	
Ex. N. Y. on London T.T. \$ 476½	
Consols	
Exchange Closing Quotations	
London ... T.T. 3-4½	
London ... Demand 3-4½	
India ... (nominal) T.T. 248½	
Paris ... T.T. 46½	
Paris ... Demand 470	
New York ... T.T. 80½	
New York ... Demand 80½	
Hongkong ... T.T. 70	
Japan ... T.T. 63½	
Batavia ... T.T. 198½	
Bank's Buying Rates	
London ... 4 m.s. Cds. 3-5½	
London ... 4 m.s. Dooy. 3-6½	
London ... 6 m.s. Cds. 3-6½	
London ... 6 m.s. Dooy. 3-6½	
Paris ... 4 m.s. 483½	
New York ... 4 m.s. 83½	
CUSTOMS HOUSE RATE OF EX- CHANGE FOR MARCH.	
1=Hk. Tls. 5.12	
Mr. Tls. 1=Francs 5.43	
" 1=Marks 7.44	
Gold 1=Hk. Tls. 1.08	
Mr. Tls. 1=Yen 1.81	
" 1=Rupees 2.93	
" 1=Ruble 3.23	
" 1=Mex. \$1.50	
Nominal.	

## Local Share Market

Messrs. J. P. Bisset and Co., write as follows in their weekly share market report:

A firmer tone prevails in the local market. Rubber rates are strong. Docks have advanced to Tls. 88, at which price they are wanted. Most stocks show a market appreciation on last week's prices.

## London Rubber Market

## Reuter's Service

London, March 26.—Today's rubber prices were:

Plantation First Latex Crepe: Spot: 3s. 1½ d. paid.

April to June: 3s. 1½ d. paid.

Tone of Market: Steady.

Last Quotation, London, March 24: Spot: 3s. 1½ d. paid.

April to June: 3s. 1½ d. paid.

Tendency of Market: Quiet.

Messrs. Hugo Reiss and Co., inform us that the following is a translation of a telegram received from Messrs. Kimmel and Co., London, dated 28th instant:

Spot price standard quality Ribbed Smoked Sheet... 3s. 1½ d.

Spot price standard quality First Crepe ..... 3s. 1½ d.

Market dull, no pressure to sell, with a falling tendency. Free on board, up to end of year 2s. 7½ d. There is nothing doing.

## INVESTMENT SECURITIES

WHY LOSE INCOME by your delay in purchase of securities? If undecided, why not get the opinion of those whose business it is to know about securities?

IF YOU HAVE MONEY to invest—no matter how large or small may be the amount—and feel the need of prudent advice, we shall be glad to give you the benefit of our experience in the investment business.

WHAT YOU DO with your surplus is no less important than the accumulating of it. Wrongly invested, it may be of more harm than benefit to you.

IF YOU wish to invest any amount from Tls. 15 up, our service will be of assistance to you.

## HOUSES TO LET

No. 67 Route Vallon. Beautiful detached residence, containing drawing room, dining-room, large hall, four bedrooms with built-in closets, three bathrooms with modern fittings, tennis court, etc. from April 1.

## Raven Trust Co., Ltd

38 Kiangse Road, 'Phone 60.

23-3-17

## The Cathay Trust, Ltd.

aid-up Capital ..... £220,899

LOANS, AT LOW RATES OF INTEREST, GRANTED ON APPROVED SECURITIES.

J. C. DYER, Manager.

J. A. WATTIE & Co., Ltd.

Secretaries and General Managers,

10 Canton Road, Shanghai.

## Silk Market Report

Messrs. Wm. Little and Co., write as follows in their weekly silk market report:

Our last report was dated 23rd instant.

White Silk.—There has been a fair business doing for Europe and buyers are finding stock lots are difficult to obtain, especially in the lower grades. European sorts are strong but for America little interest is shown.

Tussah Filatures—Pegasus 1, 2, 3, Tls. 695 av. Black Horse 1, 2, Tls. 699½ av. Red Dragon 1, 2, Tls. 695 av. Grasshopper A.B.C. Tls. 695 av. SSS Mara 1, Tls. 675. Kung Kee Mara 1, Tls. 645/55.

Tussah New Style—Silver Stork, 1, Tls. 672½. Silver Phoenix Ex. 1, Tls. 672½. Gold Bird Ex. Tls. 670. Gold Horse, 1, Tls. 670.

Tussah Filatures 8 coc—Boy and Umbrella 1, Tls. 620. Market dull.

## COTTON MARKET

Reuter's Service

London, March 26.—Today's cotton prices were as follows:

Mid-American Spot ..... 12.58d.

March-April ..... 12.10d.

October-November ..... 11.47d.

Established 20 years.

182 Bubbling Well Road. Seven minutes from Bund by trams, which stop at the door. Strictly first-class cuisine under the personal supervision of the proprietress. 60 rooms, separate baths, with hot and cold water, electric light. Tel. W. 1371.

Established 20 years.

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## BUSINESS AND OFFICIAL NOTICES

**TO LET**  
No. 25 Chaoufoong Road  
(Montford Place)

6 large rooms, bathrooms attached to bedrooms, spacious attics and servants' quarters. Rent moderate. Vacant 1st April.

For particulars apply to

**Credit Foncier d'Extreme-Orient,**  
20 The Bund.

13265

**Dr. S. Nakanishi**

Veterinary Surgeon

Y-A 4 Barchet Road,

wishes to inform patrons that his telephone number has been changed to 611 from April 1, 1917.

13222

**The Hwa Yeng Carpet Factory**

Only wool of the best quality obtainable in China is used, after careful sifting, in the manufacture of our carpets. Our workmen are experts in this line of business, specially engaged by us from Peking and Tientsin. Carpets of all sizes and designs, and in every shade and color, are always kept in stock to meet the demands of the public, but carpets of any novel or special pattern can be made to order. All carpets and rugs sold by us have been highly eulogised by our European customers as marvels of cheapness, considering their good quality.

We have now for sale carpets made of genuine camel wool, our price for which is fixed at the very moderate figure of 50 cents per foot. Foreign patronage is respectfully solicited.

**HWA YENG FACTORY.**

No. 11, 13 and 15 Route des Soeurs French Concession, Shanghai, March 5, 1917.

**War Loans Investment Trust of Malaya.**  
(Incorporated in the Federated Malay States)

**CAPITAL \$6,000,000**  
In shares of \$10 each (Straits currency full paid)

THE Shares bear interest at the rate of 6% per annum which together with repayment of capital in full on liquidation is guaranteed by the Government of the Federated Malay States. Interest accrues from the 1st day of the month following the date on which subscriptions are received and will be paid half yearly on 1st January and on 1st July. Copies of the prospectus and forms of applications for shares can be obtained from and subscriptions will be received by, any of the following Banks.

The Chartered Bank of I. A. & China,  
The Hongkong & Shanghai Banking Corporation,  
The Mercantile Bank of India, Ltd.

13288

**INTERNATIONAL SAVINGS SOCIETY**  
A French Public Savings Company

Head Office: SHANGHAI  
1 bis, AVENUE EDOUARD VII  
(Yangkangpang)

**Savings are the Making of all Great Nations**  
If you will not save yourselves, we will do it for you.

You pay us monthly 12 dollars, and we guarantee you a capital of at least two thousand dollars, after 13 years and 10 months payments.

Our bonds have a surrender and loan value after two years, the same as Life Insurance policies.

BUT

We give you a  
Further Advantage viz.,  
Our Monthly Drawings which give you an opportunity to get every month a return of from \$12 to \$2,000.

AUDIT

A continuous daily audit of the accounts of the Society is conducted by Mr. S. A. Seth, Chartered Secretary and Public Accountant. For full particulars, apply to the Head Office.

J. BEUDIN & M. SPEELMAN,  
General Manager.

**MIKASA & COMPANY**

JAPANESE SILK STORE

have removed to the more commodious premises at No. 43a Bubbling Well Road (Arts & Crafts Building), where they are showing a new and well-assorted line of all kinds of Silk Goods.

13241

**The Cathay Trust, Limited**

NOTICE is hereby given that, in compliance with a letter of requisition from Shareholders, pursuant to Articles 54 and 55 of the Company's Articles of Association, an Extraordinary General Meeting of The Cathay Trust, Limited, will be held at No. 10 Canton Road, Shanghai, on Thursday, the fifth day of April, 1917, at four o'clock in the afternoon, for the purpose of considering, and, if thought fit, passing an Extraordinary Resolution the following Resolution, that is to say:

"That the Company be wound up voluntarily and that Frederick Newman Matthews of No. 3d Peking Road, Shanghai and James Crichton Dyer, of No. 10 Canton Road, Shanghai, be and they are hereby appointed Liquidators for the purpose of such winding up."

AND NOTICE IS HEREBY GIVEN that the Register of members of the above named Company will be closed from the 5th April to the 30th April, both days inclusive, and in the event of a Special Resolution, for the voluntary winding up of the Company, being duly passed and confirmed, on or before the last-mentioned date, will thereafter remain closed, unless opened with the consent of the Liquidator.

Dated this 15th day of March, 1917.  
By Order of the

Board of Directors,  
J. A. WATTIE & CO., LTD.,  
Secretaries & General Managers.

13273

**Chew! Chew! Chew!**

YOU are recommended to commence chewing tobacco right from now if you have not already done so before. Because tobacco-chewing not only imparts warmth to the body during the cold weather and removes foul breath from the mouth, but it also assists the business man in more ways than one to better advantage. We have just unpacked a small supply of American Chewing Plugs of various qualities, some of which cannot be procured elsewhere. Remember that our stock of above is very small, so call early to ensure a supply.

TABAQUERIA FILIPINA, 34 Nanking Road, Shanghai.

12848

**V. K. SHEN & SON**

The New Specimen and Sales Rooms at P372 Nanking Road (Lloyd Road) have now been opened.

We solicit investigation of our facilities for the equipment of exclusive homes, in a manner consistent with culture and refinement.

TELEPHONE NUMBERS: 1710 and 5346

**V. K. SHEN & SON**

**CANTOROVITCH'S**

**SALE**

OF

**Summer OUTFITTING Goods and MILLINERY**

Larger Assortments and Greater Savings

Commencing on April 1st

103 BROADWAY

**The Geographical and Topographical Society**

OF CHINA  
8B PEKING ROAD  
(Opposite Chinese Post Office)

Following works now in preparation:

1. The NEW PLAN OF PEKING with ILLUSTRATED INDEX (Guide Book) and THE NEW MAP OF CHIHLI PROVINCE which will be included.
2. THE WHANGPOO RIVER, WHARF and GODOWN PLAN, which will be used in connection with a Block Book of individual wharf and godown plans, published in conjunction with this work.
3. The NEW PLAN OF CANTON with ILLUSTRATED INDEX (Guide Book) and THE NEW MAP OF KWANTUNG PROVINCE.
4. THE GREAT ATLAS OF CHINA scale ONE INCH TO A MILE, compiled especially with the support of the members (Honorary) of the above Society.

**Sam Joe & Co.**  
General Storekeepers, Grocers, Wine and Spirit Merchants.

Our goods are always absolutely fresh, being imported weekly from well-known manufacturers. "American" fresh fruit always in stock

PRICES VERY MODERATE  
PROMPT ATTENTION GIVEN  
TO ALL ORDERS

Orders from outports and the interior are carefully packed, and all breakages will be promptly made good.

All kinds of Chinese and Japanese coal sold by us also.

1114 Broadway  
Telephone No. 1095.  
SHANGHAI.

**MIKIMOTO'S**

Culture Pearls  
and  
Jewels

**MIKIMOTO**  
PEARL STORE

31 Nanking Road,  
SHANGHAI



**KROMHOUT MOTORS**

**BROOKE MOTORS**

**BRONS MOTORS**

**Veluvine Paints and Varnishes**

Morse's Calcarium

**Lips Safes and Locks**

Bruswick Refrigerating Machine. Grasso Ice Plants.

Sole Agents for China

**T. E. M. A.**

Phone 462

Avenue Edward VII

Shanghai

13207

We beg to inform the public that we have opened a new store, opposite The Astor House Hotel, where we deal in all kinds of INDIAN, CHINESE & JAPANESE SILKS and CURIOS.

We also have a full and varied assortment of Chefoo laces and other articles both for ladies and gentlemen.

Prices moderate. Your inspection is kindly asked.

W. ASSMULL & CO.

No. 4 Broadway.

13212

**Notice**

We wish to bring before the notice of our Customers and the general public that, owing to the extension of the exchange, our Telephone Number has been changed to NORTH 255 from today.

THE EASTERN SYNDICATE

**BAR SILVER**

Reuter's Service  
London, March 26.—Today's silver prices were as follows:—Bar Silver Spot, 3s. 5*1/2*d. Dull. Last Quotation, London, March 24.—Bar Silver Spot, 3s. 5*1/2*d. Featureless.

**LANGKAT DAILY OUTPUT**

The following telegraphic information has been received by the general agent from the Sumatra director and manager of the Maatschappij tot Mijn-Bosch-en Landbouwexploitatie in Langkat:  
"The output of crude oil for March 30 was 86 tons."

AMUSEMENTS

**THE APOLLO THEATRE**

Programme for April 1st.

TONIGHT

**"THE UNKNOWN RAY"**

Drama by M. C. Morison

IN THREE PARTS.

Pathé's British, French and American Gazettes.

Depicting all the principal events.

"The New Adventures of J. Rufus Wallingford"

Showing the Seventh Episode, entitled:

"The Bang Sun Engine"

Two Reels.

"Reuben's Busy Day"

A humorous comedy.

MATINEE, Today, April 1st, at 3 p.m.

The 15th and 16th Episodes of "The Iron Claw" will be screened

Programme for April 2nd, 3rd, 4th and 5th.

Tomorrow night

Tomorrow night

**"THE IRON CLAW"**

The most sensational photo-play

Showing the 17th and 18th Episodes, entitled:

"The Vanishing Faker"

and

"The Green Eyed God"

Pathé's British French and American Gazettes

Depicting all the latest events of interest.

"When There's Enough For One"

A splendid comedy, by Mr. E. Rivers.

Weber and Fields

in

Mike and Meyer Go Fishing

Screamingly funny comedy

PLEASE NOTE that the Apollo Telephone Number

has been changed to NORTH 381.

**TOWA CINEMA THEATRE**

Corner of Woochang and Chao Po Roads

**PROGRAMME**

for

Monday, Tuesday and Wednesday

2nd, 3rd and 4th April.

THE MANAGEMENT.

**Shanghai Flora**

removed to

**573 NANKING ROAD**

(Formerly Catleya)

Tel. 2710

**"BROKEN COIN"**

Eleventh and Twelfth Episodes, entitled:

**"THE CLASH OF ARMS"**

</div

## GENERAL SHIPPING NEWS

## Future Sailings

## FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Apr 1	2:00	San Francisco	Ecuador	Am.	P. M. S. S. Co.
.. 2	2:00	San Francisco	Nippon maru	Jap.	A. T. Co.
.. 3	5:30 <sup>th</sup>	Seattle, Victoria etc.	Shidzoku maru	Jap.	N. Y. K.
.. 5	..	San Francisco	Shinyo maru	Jap.	A. T. Co.
.. 18	..	San Francisco	China	Am.	C. M. S. S. Co.
.. 19	..	San Francisco	Persia maru	Jap.	A. T. Co.
.. 20	..	San Francisco	Colombia	Am.	P. M. S. S. Co.

## FOR JAPAN PORTS

Date	Time	Destination	Ship's Name	Flag	Agents
Apr 1	2:00	Kobe and Yokohama	Ecuador	Am.	P. M. S. S. Co.
.. 2	3	Nagasaki, Kobe & Yokohama	Nippon maru	Jap.	A. T. Co.
.. 3	5:30 <sup>th</sup>	Mojii, Kow & Yokohama	Shidzoku maru	Jap.	N. Y. K.
.. 5	8:00	Kow & Otsu	Oriental maru	Jap.	N. Y. K.
.. 5	5:30 <sup>th</sup>	Nagasaki, Moji & Kow	Komai maru	Jap.	A. T. Co.
.. 7	..	Nagasaki, Kobe & Yokohama	Shinyo maru	Jap.	N. Y. K.
.. 10	..	Nagasaki, Moji & Kow	Chikuzo maru	Jap.	N. Y. K.
.. 12	..	Kobe & Osaka	Hakusai maru	Jap.	N. Y. K.
.. 14	..	Nagasaki, Moji and Kobe	Kasagi maru	Jap.	N. Y. K.
.. 15	..	Yokohama, etc.	Yasawa maru	Jap.	N. Y. K.
			Kaga maru	Jap.	N. Y. K.

## FOR EUROPE, INDIA, STRAITS, ETC.

Date	Time	Destination	Ship's Name	Flag	Agents
Apr 15	..	London etc.	Kitano maru	Jap. N. Y. K.	
.. 22	..	London etc.	Fushimi maru	Jap. N. Y. K.	
.. 29	..	London etc.	Hirano maru	Jap. N. Y. K.	

## FOR SOUTHERN PORTS

Date	Time	Destination	Ship's Name	Flag	Agents
Apr 1	12:00	Hongkong & Canton	Wingsang	Br.	J. M. & Co.
.. 1	12:00	Hongkong & Canton	Yingnow	Br.	S. & S.
.. 1	12:00	Amoy	Irene	Chi.	C. M. S. N. Co.
.. 2	4:00	Ningpo	Hsin Peking	Br.	S. & S.
.. 3	4:00	Ningpo	Hsin Ningchow	Chi.	N. S. S. Co.
.. 3	5:30 <sup>th</sup>	Swatow	Hinchai	Chi.	C. M. S. N. Co.
.. 3	8:00	Ningpo	Kiangtien	Chi.	C. M. S. N. Co.
.. 3	8:00	Hongkong & Canton	Chenan	Br.	B. & S.
.. 3	8:00	Amoy, Hongkong & Canton	Sinkiang	Br.	B. & S.
.. 5	12:00	Swatow	Holhew	Br.	B. & S.
.. 7	..	Hongkong	China	Am.	C. M. S. S. Co.
.. 7	..	Manil & Hongkong	Colombia	Am.	P. M. S. S. Co.
.. 8	12:00	Hongkong & Canton	Anhui	Br.	B. & S.
.. 10	12:00	Hongkong & Canton	Suning	Br.	B. & S.
.. 19	..	Hongkong	Awa maru	Jap.	N. Y. K.

## FOR NORTHERN PORTS

Date	Time	Destination	Ship's Name	Flag	Agents
Apr 1	12:00	Chesoo & Tientsin	Anping	Chi.	C. M. S. N. Co.
.. 1	12:00	Hongkong & Canton	Onei maru	Jap. S. M. R.	
.. 2	12:00	Dalny	Sakaki maru	Jap. S. M. R.	
.. 3	8:00	Tientsin, Chetoo & T'stin	Wuchow	Br.	B. & S.
.. 3	8:00	Wuchow & Hankow	Tsungtien	Br.	B. & S.
.. 3	8:00	Hankow etc.	Tanting	Br.	B. & S.
.. 3	8:00	Hankow etc.	Loonwo	Br.	J. M. & Co.
.. 3	8:00	Hankow etc.	Chungking	Br.	B. & S.
.. 4	12:00	Hankow etc.	Kiangyung	Chi.	C. M. S. N. Co.
.. 4	12:00	Hankow etc.	Nanyang maru	Jap. N. Y. K.	
.. 4	12:00	Hankow etc.	Poyang	Br.	B. & S.
.. 5	12:00	Hankow etc.	Luenbo	Br.	J. M. & Co.
.. 5	12:00	Hankow etc.	Kiangyu	Chi.	C. M. S. N. Co.
.. 5	12:00	Hankow etc.	Talee maru	Jap. N. Y. K.	
.. 6	12:00	Hankow etc.	Luenyu	Br.	B. & S.
.. 6	12:00	Hankow etc.	Suiwo	Br.	J. M. & Co.
.. 7	12:00	Hankow etc.	Ngankin	Br.	B. & S.
.. 7	12:00	Hankow etc.	Tachi maru	Jap. N. Y. K.	

\*A.M. M.N.—Midnight. D.L.—Daylight

## Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
Mar 31	Ningpo	Kiangtien	2012	Chi.	C. M. S. N. Co.	KLYW
.. 31	Hankow	Kiangtien	1469	Chi.	C. M. S. N. Co.	KLYW
.. 31	Hongkong	Wingsang	Br.	J. M. & Co.	SHW	
.. 31	Tientsin	Anping	1159	Chi.	C. M. S. N. Co.	KLYW
.. 31	Hankow	Tafo maru	2104	Chi.	C. M. S. N. Co.	KLYW
			1766	Jap.	N. Y. K.	LPDW

## Departures

Date	For	Ship's Name	Tons	Flag	Agents	
Mar 31	Hankow etc.	Shiayang maru	2225	Jap.	N. Y. K.	
.. 31	Hankow etc.	Wuchow	1719	Br.	B. & S.	
.. 31	Japan	Yamashiro maru	2236	Jap.	N. Y. K.	
.. 31	Chinwangtiao	Kiangping	1224	Chi.	K. M. A.	
.. 31	Hunglee	62	Chi.	T. C. W.		
.. 31	Ningpo	Kiangtien	2012	Chi.	C. M. S. N. Co.	KLYW

## Vessels In Harbor And At Woosung

Arrived	From	Ship's Name	Tons	Flag	Agents	Berth
Nov 14	Hankow	Albenza	2769	Ger.	Carlowitz	US
Aug 5	Hongkong	Bohemian	4282	Aus.	Lloyd	B VII
Aug 5	Hongkong	Chi	1000	Chi.	Am. & Co.	B VIII
Aug 5	Hankow	Chungking	1311	Br.	J. M. & Co.	WTW
Aug 8	Hongkong	D. Rickmers	3851	Ger.	H. D. & Co.	USA
Dec 27	Nanking	Fortuna	182	Ger.	H. D. & Co.	US
Mar 25	Hongkong	Glengyle	6976	Br.	Glen I. Inc.	CMLW
Mar 20	Swatow	Irene	888	Chi.	C. M. S. N. Co.	KLYW
Mar 23	Wenchow	Kwangchi	314	Chi.	C. M. S. N. Co.	KLYW
Mar 26	Tientsin	Kooshing	3233	Br.	J. M. & Co.	SHW
Mar 28	Foochow	Melidam	963	Jap.	N. Y. K.	LPDW
July 16	Hankow	Melise	1682	Ger.	Melchers	US
July 30	Hankow	Meitoo	1682	Ger.	Melchers	US
Mar 19	Amoy	Onei maru	409	Am.	S. OII Co.	SCW
Feb 25	Cruise	Pacific	557	Jap.	S. M. R.	WSW
Mar 18	Balticpakan	Roman	2579	Br.	G. R. & Co.	SP
July 30	Finglao	Sikleng	1840	Ger.	H. A. L.	US
July 30	Hongkong	Silesia	3318	Aus.	Lloyd	B IX
Mar 2	Cruise	Stora Nordiske	796	Chi.	G. N. T. Co.	CNW
Mar 30	Hankow	Tungting</				

# SHIPPING

## N. Y. K.

### NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

#### SAILINGS FROM SHANGHAI

(Subject to alteration.)

#### EUROPEAN LINE.

For London via Hongkong, Singapore, Malacca, Penang, Colombo, etc.

Tons

KITANO MARU	16,000	April 13
FUSHIMI MARU	31,000	April 22
HIRANO MARU	16,000	April 29

#### AMERICAN LINE.

Via Pacific, calling at Hongkong, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

AWA MARU	12,500	Capt. K. Hayashi, May 6, 1917
YOKOHAMA MARU	12,500	Capt. T. Terada, May 14, 1917
KAMAKURA MARU	12,500	Capt. T. Shirai, June 13, 1917

SHANGHAI-YOKOHAMA LINE. (Via Nagasaki, Moji and Kobe.)		
OMI MARU	7,000	Capt. M. Machida, April 3
CHIKUGO MARU	5,500	Capt. Y. Yui, April 7
HAKUAI MARU	5,000	Capt. K. Takahara, April 10
YAWATA MARU	7,000	Capt. K. Yasuhara, April 14

YAMASHIRO MARU	7,000	Capt. K. Suzuki, April 17
KOBE TO SEATTLE.		
SADO MARU	12,500	Capt. R. Shimizu, April 13
CHANGHAI, KOBE AND OSAKA LINE (Via Moji.)		
KUMANO MARU	9,500	Capt. K. Yagin, April 5, 1917
KASUGA MARU	7,000	Capt. S. Saito, April 12, 1917

FOR JAPAN.		
KAGA MARU	12,500	Capt. S. Komatsubara, April 15
AWA MARU	12,500	Capt. K. Hayashi, May 6
FOR HONGKONG.		
AWA MARU	12,500	April 19, 1917

AUSTRALIAN LINE.		
Regular Four-Weekly Service between Japan Ports and Australia (calling at Hongkong and Manila.)		
Leave Hongkong.		
NIKKO MARU	10,000	April 17, 1917
AKI MARU	12,500	May 15, 1917
TANGO MARU	14,000	June 19, 1917

CALCUTTA LINE.		
Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)		
The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostock, and also between the principal ports in Japan.		
For freight, passage and further information, apply to		
T. IBUKIYAMA, Manager, Nippon Yusei Kaisha.		

Apply to  
The Ekman Foreign Agencies, Ltd.  
for particulars of all kinds of  
SWEDISH PAPER

#### CHINESE GOVERNMENT RAILWAYS

#### TIENTSIN-PUKOW LINE

(Published by order of the Administration)

000 — Midnight, 1330 — 130 p.m.

September 1st, 1916, and until further notice

Local	Mail	Lux.	Miles	Peking-Mukden Line	Mail	Local
101	B. S.	1.			2.	102
206	B. S.	2.			3.	103
234	300	0		dep. Peking arr. 2200	4.	104
236	1112	688		arr. Tientsin-Central dep. 1900	5.	105
236	1117	640	84	dep. Tientsin-Central arr. 1900	6.	106
236	1128	660		arr. Tientsin-East dep. 1900	7.	107
1901	2021			arr. Mukden dep. 1900	8.	108
7.		220			9.	109
800	2031			dep. Tianshui arr. 1700	10.	110
1009	2231			dep. Tianshui arr. 1700	11.	111
1300	038			dep. Tianshui arr. 1700	12.	112
1315	048			dep. Tianshui arr. 1700	13.	113
1556	318			dep. Tianshui arr. 1700	14.	114
1818	430			dep. Tianshui arr. 1700	15.	115
9.	1.	420			16.	116
620	437			dep. Hauchowf arr. 1700	17.	117
1116	838			dep. Hauchowf arr. 1700	18.	118
1200	840			dep. Hauchowf arr. 1700	19.	119
1657	1128			dep. Hauchowf arr. 1700	20.	120
1842	1300			arr. Pukow	21.	121
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					88.	188

# Business and Official Notices

The Season's Event !!!

## HILL'S BAZAAR

OPENS

On Monday, April 2nd

At 119 Szechuen Rd. corner Peking Rd.  
(Opposite the Chinese Post Office)

FOR 12 DAYS ONLY !

\$50,000.00 Worth

Of New Spring and Summer

Outfitting Goods and Household Linens at Prices positively lower than last year, owing to favourable exchange.

THE GOODS COMPRIZE:

Bed Linen

Table Linen

Curtains & Curtaining

Bath & Face Towels

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Embroidered Voiles,

Flourcings

Spring Suitings

Dress Fabrics

Dainty Lingerie.

Longcloths,

Madapolams

Organdies

Lawns

Calicoes.

Underwear

Hosiery

Footwear

Raincoats

Bathing Suits.

in fact everything appertaining to Men's, Women's and Children's Wear

Note.—The proprietors of Hill's Bazaar stand at the back of the following guarantee:

"Every article offered at this Bazaar is to be lower in price than at our last bazaar, the quality in some instances being even higher."

Local residents who did not receive our descriptive catalogue, please communicate with us and we will forward one.

Bazaar will be open for 12 days from 8 a.m. to 7 p.m. daily.

Don't confuse our Bazaar with the so-called cheap-sales, clearance sales, etc. At our Bazaar you are offered perfectly New Goods at low prices on the principle of "small profits—Quick turn-over" so don't miss this opportunity.

Nos. 5 and 6 Shantung Road

Chinese Hospital Compound.

TO BE LET. Two foreign dwelling houses, six rooms, servants' quarters, etc., small garden. Apply to E. Pugh, 7 Hankow Road.

13228

## Fresh Butter.

### "Daisy" Brand

The finest quality procurable. Always fresh, always pure, and always gives satisfaction.

### "Meadow" Brand

Second only to "Daisy." An excellent Butter for the table.

### "O.K." Brand Cooking Butter

Excellent for cakes and pastry.

TO BE OBTAINED OF ALL STOREKEEPERS.

FINEST CANADIAN CHEDDAR CHEESE in 8 lb. rounds.

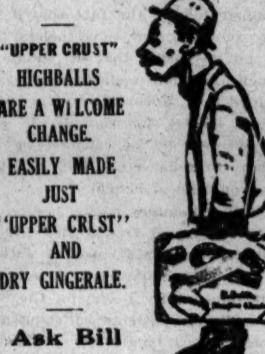
BUTTON'S CELEBRATED AUSTRALIAN "PINEAPPLE" BRAND BACON.

Imported by

GEDDES & CO., LTD.

Tel. 346. 5 Peking Road.

## BILL SMITH



"UPPER CRUST"  
HIGHBALLS  
ARE A WELCOME  
CHANGE.  
EASILY MADE  
JUST  
"UPPER CRUST"  
AND  
DRY GINGERALE.

Ask Bill

Garner, Quelch & Co.  
Wine Merchants

## OLYMPIC THEATRE

Programme for  
Grand Re-opening, Monday, April 2nd  
in aid of the

## OVERSEAS CLUB HAMPER FUND.

## OPEN TO THE PUBLIC

Solos by Mesdames Drake and Sweetingham, Messrs Carter and Haynes;  
DANCES by Miss Lena Isaacs;  
SPECIALITIES by Messrs. Carlton, Charlton, Pringle, and Stewart and a one-act Military Drama.

Latest War Pictures.

BOOKING AT MOUTRIE'S.  
13223

## Tsingtau Season 1917

Four furnished houses  
and flats  
Apply to:

Joseph Th. Monchen  
3 Tientsin Street,  
Tsingtau.  
13196

## TO LET

TO LET in Hongkew district, flat, furnished or unfurnished, two large rooms, verandah, kitchen and bathroom. Children not desired. Apply to Box 323, THE CHINA PRESS.

The Anglo-Dutch (Java) Plantations, Ltd.

(Incorporated in Hongkong)

NOTICE is hereby given that the Seventh Annual General Meeting of Shareholders will be held at 13 Nanking Road, Shanghai, on Thursday, the 12th day of April, 1917, at 4 p.m.

The Transfer Books of the Company will be closed from the 5th April to 12th April, 1917, both days inclusive.

By Order of the Directors,  
R. N. TRUMAN & CO.  
Secretaries & Managers.  
Shanghai, 29th March, 1917.

13254

## NOTICE

ON assuming the management of the Shanghai Branch from 1st April, all foreign cheques, bills, receipts and other documents signed or endorsed by this Bank, will bear my sole signature.

Bank of Communications.  
(signed) CHAO CHING HUA.  
Shanghai, 30th March, 1917.

Zung Lee & Sons. (W. Z. Zee & Sons Est: 1895) Broadway, Shanghai.

LOCKS **YALE** HARDWARE  
COMPLETE STOCKS ON HAND

## KNAPP & BAXTER, INC.

IMPORTERS OF

## AMERICAN PRODUCTS

6 Kiukiang Road, Shanghai, China

Phone: No. 1860 Chinese Dept. No. 1625

## KIANGNAN POULTRY FARM

Foreign and Native Eggs for sale. Absolutely Guaranteed as New-Laid.

### PRICES

Foreign Eggs for setting \$2.75 for 12

Foreign Eggs for table 1.00 for 35

Native Eggs, first-grade 1.00 for 60

Native Eggs, second-grade 1.00 for 70

Chung Hsin Road (Just opposite the S. N. Railway station)

## "MODERN"

### Duplicator - Printer

Works with a clay (putty-like) composition which keeps good in all climates. The pad is cleaned as easily as erasing writing from a slate. Contains no glue or gelatine.

WILL MAKE 40 COPIES

WORKS WITH COPYING CARBON OR RIBBON

From \$12.00 to \$20.00 according to size

## THE OFFICE APPLIANCE CO.

4 CANTON ROAD, SHANGHAI

## Spring and Summer Suits

New American Material and Styles, latest Patterns, in Small Checks and Stripes.

## THOM SHING

G. 19 Tiendong Road, near Broadway

## TSINGTAU, NORTH CHINA

The Finest Summer Resort in the Far East.

### Grand Strand Hotel

(Formerly Strand Hotel)

### Grand Hotel, Grand Hotel Annexe

Beautiful Sandy Beach, Splend. Sea Bathing, Golf, Tennis, Motoring, Deep Sea Fishing.

Excursions to Battle Fields, Good Roads, Lovely Scenery, Race Course and Golf Links adjoin Hotel [Hotel] guests have the privilege of the Golf Links]. A Good British Doctor is in attendance at the Hotels.

Unexcelled Cuisine, Highest Comforts, Moderate Charges.

For all information please apply to T. HERLIHY, Manager.

## LYCEUM THEATRE

### FOR A SHORT SEASON ONLY.

MAURICE E. BANDMAN, PRESENTS

### THE NEW

## BANDMAN OPERA COMPANY

in the following latest London Successes

April 2 & 3

"THEODORE & CO."

Wednesday and Thursday

April 4th and 5th

The Latest Farce! Comedy with Music  
From the Gailey Theatre, London.  
"THE GIRL FROM CIROS"

Friday, April 6th

NO PERFORMANCE

Saturday, April 7th

The Worlds Popular Musical Comedy.  
"THE MERRY WIDOW"

Commencing at 9.15 p.m. sharp

Prices of Admission \$3.00, \$2.00, \$1.00.

The plans of the remaining performances now open at Moutrie's.

## When you think of

China's Richest Province,

## Think of Szechuen,

and you will also

## Think of

WIDLER & CO.,

Chungking, West

China.

Born 1915—Still Existing

## Sun Life Assurance Company of Canada

NOTIFICATION is hereby made that on and after the 1st April the above company will open their own offices at No. 3G Peking Road, under the management of Mr. W. D. McCallum.

W. D. McCallum.

Manager for North China.

NOTIFICATION is hereby made that on and after the 1st April we the undersigned will cease to be the Resident Secretaries of the above company.

ILBERT & CO., LTD.

## MUNICIPAL NOTIFICATION

No. 2434.

### LOAN OF 1917.

THE debentures outstanding under the Municipal Loan of 1917 will be paid on presentation at the Finance Department, if properly endorsed by the registered owner, on and after June 30, 1917, from which date interest will cease.

Holders are given the option of exchanging their scrip for debentures in the 7 per cent Loan of 1917 at par. This option will terminate on June 30, 1917.

By order,

N. O. LIDDELL,  
Assistant Secretary.

Council Room,  
Shanghai, March 29, 1917.

## MUNICIPAL NOTIFICATION

No. 2435.

7% (SHORT TERM) LOAN 1917.

UNDER the authority of Resolutions V and VI passed at the Annual Meeting of Ratepayers on March 21, 1917, the Council hereby invites applications for debentures in the 7 per cent Loan of 1917.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year. They will be issued at par and will be redeemed on June 30, 1922.

The scrip will be issued in denominations of Tls. 1,

# THE CHINA PRESS

Sunday, April First, 1917

# SPRING

1 9 1 7

## SPECIAL FASHION NUMBER

### “THE” ANNUAL EASTER DISPLAY

*E*ASTER, the great inaugural event of the Spring Modes, has brought to this store from all the fashion centres of the world such an assemblage of exclusive and individual novelties in women's attire as has never before been exhibited in this city. The varieties are extremely wide-ranging from the most elaborate conceptions in each line to the simplest. We make for this, the last week before Easter, a special showing of authoritative modes in women's wear.

#### EXCLUSIVE NOVELTIES IN

FINE LACES  
UNDERWEAR  
UMBRELLAS  
NECKWEAR

HOSIERY  
EASTER GLOVES  
SPORTS JACKETS  
EASTER SHOES

WHITE EMBROIDERIES  
DRESS TRIMMINGS  
FLOWERS  
TRIMMED MILLINERY

**WHITEAWAY, LAIDLAW & CO., LTD.**

Telegrams  
“Whiteaways”

SHANGHAI

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“The best place to shop, after all.”

## Easter Finery In Shanghai Shops, And Notes On The Spring Fashions

By 'Cosmos'

TOUGH, for weeks past, the calendar has assured us that Spring is here, most of us have been only too glad to hug our fannies. For she has proved herself a damsel coy and uncertain, smiling encouragingly one moment, only to hide, for days together, behind thick banks of grey clouds; resting quiescent while that nimble young man Jack Frost, and his pal the biting North East wind, scoured the country side arm in arm, withering the edges of the tender shoots, defying closely shut windows and, in a word, behaving in an unpleasant, not to say ungentlemanly, manner.

If only they would complete their handiwork by eternally chilling some of the myriads of excited insects (which, according to the Chinese Calendar, experienced the first joyous throbs of life on the 6th of last month) they would confer such a boon on suffering humanity that blessings, instead of curses, would be their portion. I refer, particularly, to that energetic wriggler of the stagnant pool, that ardent songster athirst for blood, the mosquito! And there are others that might well be added to the list. Those of us who remember the appalling apparitions that greeted us on our walls, just about bed-time, during our holiday last summer, will probably place the gedgee-gedgee (or some such name) with its centipede-like body and horrible fringe of legs, several inches long, first. Like the earthquake, its effect becomes more paralysing with repetition.

But at Easter no such surprises lie in wait for the holiday-maker. Nature is only just awakening and is at her freshest and best. The delights of a tramp over new ground! and the comforting warmth of the sun in Spring! How one expands and yearns to take on new finery, like all the rest of Nature!

And this brings me to the main theme of my discourse, clothes—especially hats—with quite a good deal for the mere man. But ladies first!

LET us, then, start with LANE AND CRAWFORD, whose Sports Coats are the acme of

everything that is charming. What, for instance, could be more becoming to a dark woman than the one of amber silk with its collar and cuffs and tying belt of big black and white check—the squares just about the size of those one sees on a chess board? A little cap to match is worn with this. These coats are also stocked in white and black, white and pink, and in royal blue and amber. There are other pretty coats too, in eight or ten different shades, with striped collars.

An excellent assortment of blouses of all kinds is being shown. White, washing blouses of voile, embroidered and trimmed lace will, as usual, be in great demand; one that struck me as particularly smart relying on its trimming of narrow pleated frilling, tiny tucks, and lace that was scarcely more than a heading. There are some charming blouses of George crepe (a kind of crepe voile) in white, pink, blue and other shades, one of pink with fine black stitching being very attractive. There are others, also of Crepe de Chine, with big pearl buttons and some of white striped washing silk, made very plainly and very smart for morning wear. For those who like a dark blouse as a standby there are a variety of colors, to choose from: one in a shade of bottle-green Crepe de Chine and another in nigger brown with plaid collar and cuffs, being quite new. The veiled blouses, too, are very pretty and are to be had in many combinations, a pleasing example being of navy blue nion over printed foulard and net.

In voiles, the pin-point, which has the effect of a self color in the distance, is fascinating, while the navy blue and white stripe is the last word in smartness. The "Sundour" unfadable fabric for dresses will appeal to many and may be had in rose du Barry, grey, cream and white.

Muslins are to the fore again, our old friend the pin-point being equally becoming to children and grown-ups. There is a white sponge cloth that some will fancy; a white cotton gauze (a kind of twill) that will be in demand for tennis skirts, and a large assortment of "Luvisea" (an artificial silk) in stripes of all colors—an excellent material for washing frocks and blouses.

In Millinery there are some neat morning hats, all having more or less up-tilted brims. A pretty one of grey chenille straw, slightly turned up on one side, lined Saxe blue with blue ribbon and tiny flower of same, is charming; while another of the sailor type in dull amethyst straw, with band of satin ribbon in a deeper shade crossed to show its reverse side of dull pink, and tied in a bow towards the back, is very smart. Another is of mole and has its edge bound with Saxe blue ribbon the same appearing again in the band round the crown. A fine straw, of nigger brown, slightly turned up at the back, is pretty, and has for trimming taffeta flowers of the same shade with embroidered centers. A shot straw of slate and green and brown is trimmed with a narrow green velvet band, while a tagel straw of vieux rose has an American crown, the band encircling it being of the same shade.

There are flowers in any quantity and sports hats in soft, white felts and in leather and suede. These latter may be had in bronze, mole, tan, amethyst, green and vieux rose. The trimmed hats will be on view tomorrow week.

TO be well shod, in these days of receding skirts, is of paramount importance and the ANGLO-AMERICAN SHOE COMPANY has a selection of boots and shoes of such variety and charm that the most fastidious woman cannot fail to find just what she wants. One of the smartest boots here is of white washable kid, laced, and with a grey vamp. But it has a close rival in a buttoned boot of ivory kid with a black vamp all round. This is also made in navy kid with black vamp, and, perhaps, the most charming of all, in ivory with a nigger brown vamp. For heavy wear there is a smart laced boot of tan willow calf.

In walking shoes, a pair made of black patent leather with a steel and white-enamel buckle would be hard to beat, though the ones of black suede with dull jet buckle run it close. For very smart wear there is the "Critic" pattern, a black kid shoe of the newest make, with Louis heels, the vamp rising in a small

point over the instep. This shoe is quite plain—the plain note by the way seems predominant both in shoes and lingerie—and relies for smartness on the excellency of its cut. It is also stocked in navy, grey and champagne.

Some specially nice woven chemises and knickers in Italian silk are also being shown and may be had in blue, pink, black and white, while black silk stockings with lisle thread tops and feet are sold three pairs for \$5 which, you will admit, is very inexpensive.

There is a charming array of evening shoes. A pair in cloth of gold, quite plain, is distinctive and would "go" with any frock. For those who prefer something more elaborate there are colored satin shoes to be had in a number of tints, a big chiffon rosette with pearl center forming the trimming. In black evening shoes we have a pair of velvet with a pretty shaped paste buckle; one of satin with a butterfly embroidered in jet beads and tiny diamonds; and yet another having a narrow white cord running round and ending in a small neat bow in front. Last, but not least, come some dainty Tango shoes, also of black satin, with long ribbon laces to cross round the ankles. These are finished by a tiny rosette with a big paste diamond in the center.

FOR MEN there is a big selection of boots and shoes of all kinds, one of the smartest being a buttoned boot of patent leather with top of black or grey cloth. The laced patent Oxford shoe is always smart, while the dull brown kid shoe will continue to have its devotees. These latter are made in narrow, medium and broad foot. For heavy wear the stout laced calf boots and shoes are to be recommended.

AT WHITEWAY LAIDLAW'S the pretty new patterned voiles sold in dress lengths only, will be much sought after. The white voiles range from 90 cents to \$1.45 a yard. There are Tarantulle and pique in plenty and Tobralco in all colors; these, be it noted, are fast dyes and will wash perfectly.

Some alpacas in stripes, large and small, with self colored material to

match, are new and smart. There is also a large assortment of laces and embroideries and embroidered flounces, wide and narrow. The silk sports coats in plain colors and in narrow stripes are likely to be in great demand and range from \$18.50 to \$28.50 each.

There are any number of untrimmed hats, mostly of the Bretonne sailor type, of chip and tagel in white, burnt straw, black and a few white, while black silk stockings with lisle thread tops and feet are sold three pairs for \$5 which, you will admit, is very inexpensive.

ARTHUR & BOND, like a good wine, needs no bush. Usually visiting Shanghai once or twice a year they delight their customers at the Astor House with their attractive display of all kinds of charming clothes. Mrs. Arthur is now, however, in Australia so will not be able to make her visit this Spring, though she will probably come in the Autumn. Meanwhile, samples of silk and cotton crepes, suitable for men's shirts, underwear and pyjamas (of which they make a speciality) will be sent, with instructions for self measurement, on receipt of a letter addressed to the firm in Yokohama.

Among Sports shoes the brown calf are very serviceable, the ones in deerskin being rather more expensive. One of white buckskin is particularly smart, while for tennis the white canvas shoe will always be in great request. A more striking shoe is that in a combination of buckskin and brown leather.

Anticipating wet days (especially in high altitudes during our summer holidays) it may be as well to invest in rubbers before they are sold out. Foot-holds (with the tiny strap round the heel) cost \$2.00 and storm-rubbers (which cover the entire foot) are \$2.50—men's \$3.50.

For the sterner sex everything is stocked from evening shoes and smart walking boots in patent leather and fancy tops—a particular "hit" being one in sepih kid with an ivory kid top—to heavy tramping shoes that could be used for Army wear.

Silk Socks in all colors range from \$1.25 to \$2.00 a pair.

those who prefer something quite inconspicuous, this same boot may be had in black, minus the braid.

In evening shoes those of black satin with jet buckles are very pretty but many are quite plain, New York having decreed that some of the smartest shoes shall be devoid of trimming of any kind. For the woman who prefers some ornament, however, there is a glass case full of perfectly charming buckles, from which she can make a selection. These are in paste, jet, emeralds, and amethysts and are round and square and oblong.

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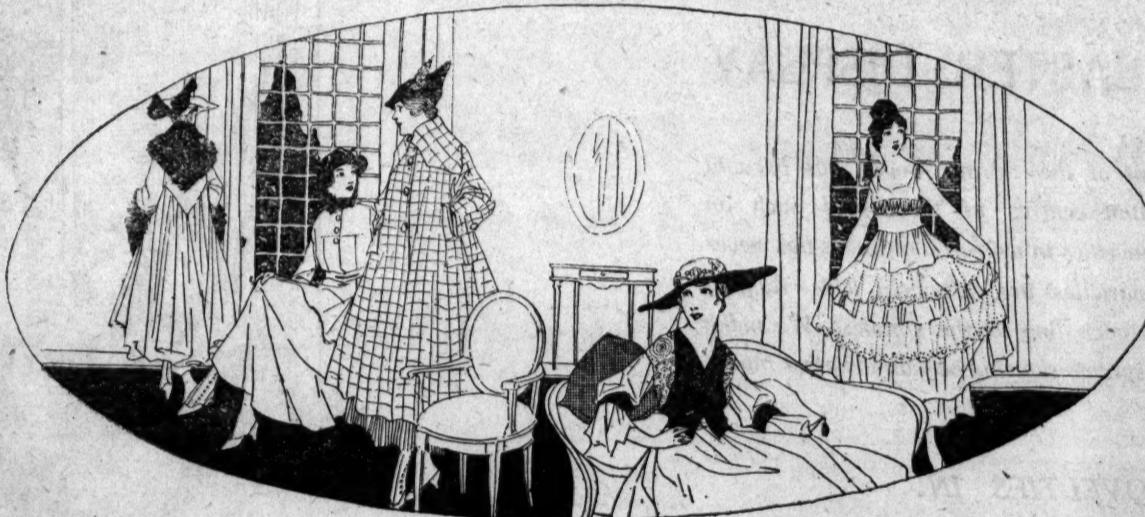
Silk Socks in all colors range from \$1.25 to \$2.00 a pair.

AMONG walking shoes one of mole, laced, with patent vamp is particularly attractive and this may be had in toe pumps. The colonial walking shoe of black calf with buckle to match is at once strong and smart.

A perfectly charming afternoon shoe is in sepih kid, its only trimming the perforations (known in the trade as "foxing") outlining the vamp. This shoe is also made in white kid.

Of white kid, too, is one of the very newest boots. This has a line of fine gold braid running round the vamp, the top being finished with four parallel rows of the same. For

(Continued on Page 7)



### COTTON VOILE

is the ideal fabric for Summer wear, being cool, light, and a perfect washing material

We are showing Voiles in plain, figured and striped effects, which include some exceedingly pretty designs. BLOUSES, in Voiles and Muslins, are a special feature in our display. By having a large stock we are able to show a variety unobtainable elsewhere

For Spring Wear we are showing

### SPORTS COATS

in Silk, etc. These coats are becoming to most people, and are gaining in popularity every day.

Our NEW COLLARS, in fine organdy and muslin, are smart, and justify the special attention we have given to this item.



### THE HOSEIERY DEPARTMENT

is well stocked with Lisle and Silk Hose in all sizes, and in the prettiest colours.

In our MILLINERY DEPARTMENT we are showing the newest styles in Parisian Model Hats, semi-trimmed and untrimmed millinery. We have a big assortment of useful Tennis Hats.



# SHOES FOR EASTER

## WALK-OVERS

put the finishing touch to your dress



EASTER, the fashion event of the year, suggests many perplexing questions regarding Footwear, because footwear plays a most important part in correct dress. The question is, what is the newest and best?

WALK-OVERS give that trim, neat look to the foot that a perfectly high-grade tailored gown gives to the figure. WALK-OVER shoes are sparkling with style and snap, and they feel and wear just as good as they look.

**IN WOMEN'S FOOTWEAR, THE ANSWER IS—WHITE BOOTS, TWO TONE COLORED PUMPS AND PLAIN PUMPS.**

The men who design WALK-OVER Styles are the acknowledged shoe-style artists of the world.



### NOTICE OUR WINDOW!

It is full of reasons why you should let your next pair be  
WALK-OVERS.

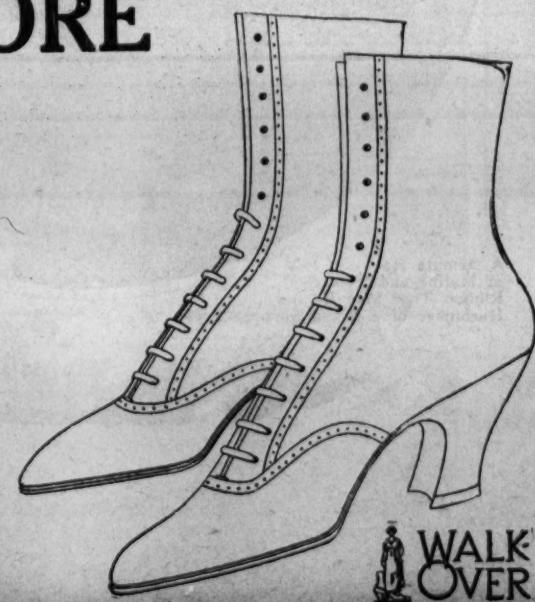
Our lines of WALK-OVER, McCALLUM and PHOENIX HOSIERY are full of reasons why you should come in and look our complete stock over.

### WALK-OVER SHOE STORE

"THE HOUSE OF SERVICE"

17 Nanking Road

Let us send you our new Catalogue  
and Price List



# "Betweenwhiles" Hats

By Lady Duff-Gordon



A Discreet Hat,  
Suitable for Wear with  
Any Style of Street Costume



This Hat Shows the  
Continued Interest  
in the  
Applique Trimming  
and Cretonne  
Effects That Have  
Been Popular  
for Months



A Bowl-Shaped  
Hat, with a Departure  
from the Usual in Trimming.  
The Bullrushes Sound the Note of Spring

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York City, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon  
(*"LUCILE"*)

SPRING hats cast their shadows before. Earlier and earlier they cast them every year. Once it was remarked as a curious "rushing of the season" that straw hats should be seen on January 17. This year they were courageously and nonchalantly worn the day before Christmas.

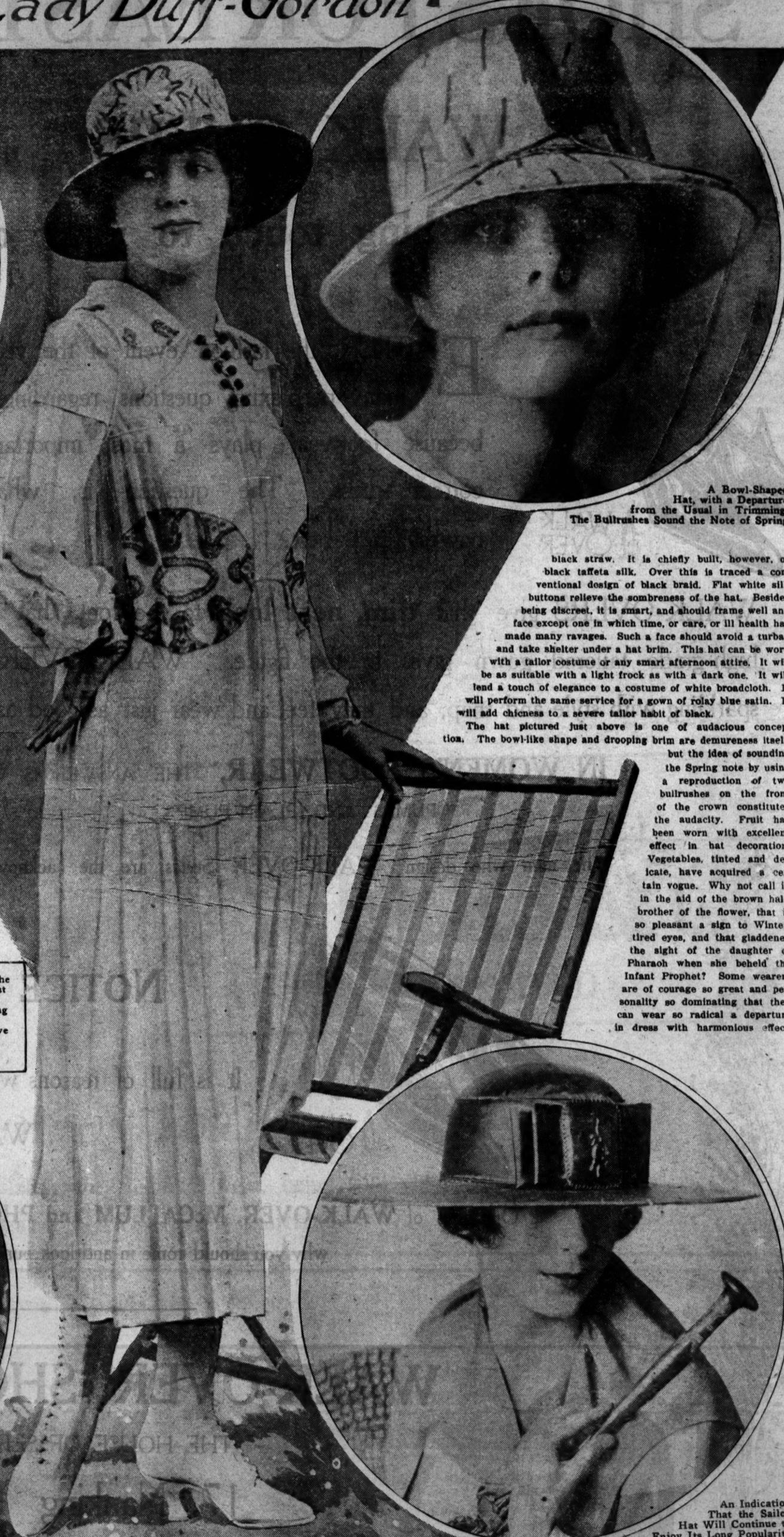
That I consider an error in taste. It is really an amusing blunder growing out of the showing made in the shape of hats suitable for Southern wear. To see a face red with cold beneath an airy bit of tulle and ribbon at this time is a jest. But it will require more than one voice to impress this truth upon the purchasers of early Spring hats. I will therefore smile and forbear.

The showing of hats at this time is significant not merely of what will be tried in the Southern resorts, such as Palm Beach and St. Augustine and Miami, but it is what folk of the stage term a "try out". If the fortunate folk who are so situated just now that they can fit to the South to escape the final nips and tweaks of King Winter's icy fingers, like the shapes and shades now offered for their approval, they will buy others like them for Spring wear when they return to the North. If not, those shapes and shades are cast aside for more pleasing ones.

On this page are shown some of the tentative models. One is a close-fitting, high-brimmed turban, largely of silk and with merely a border of straw, is a most discreet hat. Suitable for any season, it makes the concession to the advancing season of an inch-wide brim of



A Demure Hat  
of Maline and Velvet  
ribbon That May Be the  
Harbinger of a Fixed Summer Style



black straw. It is chiefly built, however, of black taffeta silk. Over this is traced a conventional design of black braid. Flat white silk buttons relieve the sombreness of the hat. Besides being discreet, it is smart, and should frame well any face except one in which time, or care, or ill health has made many ravages. Such a face should avoid a turban and take shelter under a hat brim. This hat can be worn with a tailor costume or any smart afternoon attire. It will be as suitable with a light frock as with a dark one. It will lend a touch of elegance to a costume of white broadcloth. It will perform the same service for a gown of rosy blue satin. It will add chicness to a severe tailor habit of black.

The hat pictured just above is one of audacious conception. The bowl-like shape and drooping brim are demureness itself,

but the idea of sounding

the Spring note by using

a reproduction of two

bulrushes on the front

of the crown constitutes

the audacity. Fruit has

been worn with excellent

effect in hat decoration.

Vegetables, tinted and delicate, have acquired a certain vogue. Why not call in

in the aid of the brown half-

brother of the flower, that is

so pleasant a sign to Winter-

tired eyes, and that gladdened

the sight of the daughter of

Pharaoh when she beheld the

Infant Prophet? Some wearers

are of courage so great and

personality so dominating that they

can wear so radical a departure

in dress with harmonious effect.

An Indication  
That the Sailor  
Hat Will Continue to  
Enjoy Its Long Popularity

# Spring Opening

## It Is Waste Of Money To Advertise

unless publicity goes hand-in-hand with service and value, and unless the right goods are for sale, and we, quite able to stand on our own merits of charm and élégance, merely utilize publicity to announce arrivals of fresh goods.

### La Vogue's Exclusive Designs

prove by their rapid disposal that they suit the taste of the fashion leaders.



FLOWERS

#### EXCLUSIVE LINGERIE

Supremely Seductive



#### JAUNTY JUMPERS

Afternoon Frocks, Evening Dresses,  
Wraps, Rest Gowns, Raincoats,  
Bouloir Caps, Beauiful Blouses,  
etc., etc., etc.

#### Spring Millinery

in a wonderful range of choice

VEILS

Daintiness, combined with refinement, is the Keynote of

*La Vogue*

We challenge comparison!

The magnificent Spring Display in our elegant upper and lower show salons is worthy of the most exclusive houses in London and Paris.

# La Vogue

THE SPECIALTY STORE OF ORIGINATIONS

46 Nanking Road 46



# GRAND EASTER DISPLAY

## AT WHITEWAY'S

SEE OUR  
WINDOWS  
THIS WEEK



**Golf Coats**  
The "Renfrew" Silk Coat. The new model coat with pretty sash to match, in Saxe, V. Rose, Purple. Price \$18.50 each.

**The "Race Course" Coat**  
in fine spun silk, a perfect resemblance to pure silk, turnover collar, tasseled End sash to match. Art shades in Mauve, Brown, Grey, Black, Saxe. Price \$21.00 each.



### Silk Hose For Easter

The "Countess" Silk Hose is a pure Silk Leg Hose with garter lisle tops and feet. This gives the appearance of a pure Silk Hose and at the same time gives the wearer an additional wearing strength in the foot and leg top. Colors in stock are Black, White, Tangerine, Rose, Electric, Gold, Tinsel, Pearl, Bronze, etc., etc. Our Price \$3.00 per pair



### White Shoes For Easter

White Arabian Pump Shoe, Cuban heel. \$5.00 per pair  
White Canvas Pump leather heel. \$6.00 per pair  
White Canvas Pump Shoe, light weight. \$5.75 per pair  
White Canvas Pump Shoe, chrome sole. \$8.50 per pair

### EASTER FLOWERS

The selection this year is bigger and brighter than ever. Cherry Wreaths, Pansy Wreaths, Rose Wreaths, Buttercup Wreaths, Mixed Trails, Buds, Marguerites, Forget-me-nots, Sprays and Posies of all descriptions. We specially note the Silk or Cotton Violets \$1.75, \$2.25, \$2.75. La France Roses \$3.00 each. Grape, Currants, and other artificial millinery foliages in a large variety.

### Lisse

### Handkerchiefs

These are extremely dainty, can be washed and still retain their soft silky texture. They can be had in Pure White or White with the prettiest borders imaginable.

PRICE  
\$3.75  
per doz.

These are extremely dainty, can be washed and still retain their soft silky texture. They can be had in Pure White or White with the prettiest borders imaginable.

### White Shoes For Sports Wear

Man's White Tennis Shoes, with corrugated Rubber soles. Price \$4.50 to \$8.50 per pair  
Men's White Canvas Boots, with Rubber Soles. Price \$5.50 per pair



### EASTER GOODS

Over 2,000 yards of Tobralco in all the newest designs for 1917 are now on show in our Dress Dept. 80 cts. per yard

**Ladies' Underwear**  
We have a very dainty assortment of English made reliable wear underwear. Camisole, trimmed val, torchon or embroidery, with or without sleeves, all sizes. Price \$2.50 to 7.50 each.

**Knickers**  
French style, without knee band, trimmed val lace and made of fine quality nainsook. Price \$3.75 \$4.50 \$7.50 each.

**Princess Slips**  
Exceptionally smart in nainsook, trimmed val, torchon and embroidery, V. or square neck shapes. All sizes. Price \$4.50 to \$8.50 each.

**Summer Dress**  
3,000 yards White Cotton Voiles, \$1.00 per yard  
Brown, Navy, Saxe, Pink, Grey, \$1.25 per yard

### Lisse

### Handkerchiefs

These are extremely dainty, can be washed and still retain their soft silky texture. They can be had in Pure White or White with the prettiest borders imaginable.

PRICE  
\$3.75  
per doz.

**Ladies' Underwear**  
Fine American Cotton Combinations with Fancy Crochet Top, Tie ideal garment for summer wear. Sizes Medium, Large  
Price \$2.75, \$3.00.

**E. Cut Cotton Vests** - Thousands sold last season. Won't slip off the shoulders. All sizes  
Price 75 cents each  
Fine quality nainsooks are used in all these goods.

### Nightdresses

Embroidered Yokes, square or V shape, short or long sleeves, dainty trimming of val torchon or embroidery

Price \$3.50 to 10.50 each

### Underskirts

White Nainsook or fine Long Cloth, trimmed embroidery, lace and beading. These are cut full and frilly

Price \$2.00 to \$9.50

FOR EVERYTHING YOU MAY REQUIRE FOR YOUR EASTER DRESS

"Don't Miss Our Easter Windows"

Consult

"Don't Miss Our Easter Windows"

WHITEAWAY, LAIDLAW & CO., LTD. SHANGHAI

## Easter Finery In Shanghai Shops, And Notes On The Spring Fashions

(Continued from Page 2)

WITHOUT doubt, CANTOROVITCH holds the palm for "bargainest" hats to be found in Shanghai. For here you may obtain two or three very pretty hats for an outlay that would procure you but one elsewhere. There are hundreds of them, indeed, to be exact, they number 1,400, in all shapes and colors and sizes, trimmed and untrimmed, and the price—hold your breath!—is from \$2 to \$6!

And with this stunning announcement, and visions of crowded trams heading for the Broadway, I bring my dissertation on clothes to an end. But there is a toothsome paragraph to follow, for no child would think Easter complete without Easter Eggs; any more than their mothers would be quite satisfied unless they became possessors of one of those charming hats so temptingly displayed in the shop windows, or, for that matter, than their fathers would feel with anything less than the stereotyped four days today. To each and all the thing they love best, and for the little ones—Candies!

In the drapery department there are the ever popular volles in checks and stripes of all colors; sponge cloths in a particularly pleasing shade of dull pink and Saxe blue; fine, all-over laces; shadow-lace flounces of silk or cotton, in both black and white, with insertions to match; longdoths in all qualities; stockings in white and black from 75 cents up to \$1.50 a pair; now veilings, of which the circular shape with chenille dots round the edge is likely to find great favor; and any amount of other pretty things which must be seen to be appreciated.

FOR the benefit of those who have not heard of the MARCO POLO SCARF I must explain that its birthplace is in the West of China, that it is named after the famous Venetian explorer whose attention was attracted by the beauty of its ancestors some 600 years ago, and that it is made of soft Crepe de Chine in cream, and white, pink, blue and pale green, with fringed ends. To obtain this scarf, which makes an altogether charming present, you have only to put \$4.25 into an envelope, address it to Messrs. Widter & Co., Chunking, and pop it into the nearest pillar box.

## Background Of Home Furnishings

There is no more important point in home decoration than that of wall paper. A room is made or marred by this one item, and no amount of detail in draperies or other furnishings will restore to it that quality known as artistic rhythm and unity while this item is wrong. Perhaps there is no one point upon which decorators put so much stress as upon this. The wall is the background of the room, the setting for all which must go into that room. This being the case, it is easily understood how necessary it is for a home-maker to study this point and to think of her possessions in relation to the walls.

Notwithstanding the paramount importance of this part of the ensemble of the room, there is, perhaps, more ignorance upon the general subject of wall paper and its effect upon the furnishing of a home than upon almost any other of the many details which make for harmony. These strident patterns, these aggressive colors we have to sell more of than the beautiful soft rich tones which I have been showing you," declared H. W. Webster, manager of one of the largest wall paper manufacturing concerns in the country, with general offices in Chicago.

"In wall-paper, as in draperies, rugs, furniture and ornaments, simplicity should be understood as the keynote of elegance. There is no reason, either, why, in a home of modest expenditure, this element of elegance should not obtain. It all depends upon the understanding of certain laws of combination in color, in fabrics, patterned and plain surfaces, and the effect of these colors, surfaces, fabrics and styles of furniture upon the light, the lines and spaces of the rooms, taken en suite and singly. Only by taking each and every one of these elements into consideration, when choosing one's wall-paper, can the right results be achieved. These results are balance, harmony of line and color, and the accent of points in the size and spaces of the rooms.

"For instance, no room should be covered with anything that hits the eye as one enters. Accent should always be in crescendo, not staccato. Carry color and lines up from the rug, sometimes from the rug and

furniture covers, and draperies, to the wall. The basis from which one must start is the use and size of the room, giving due consideration to its relation to other rooms and to the points of the compass. In a poorly-lighted room, colors which radiate light should be used, not those which absorb. For instance, northeast rooms should have paper with a good deal of warmth, like all tones of yellow and gold. Blues, browns, and greens tone down the brilliant south-western exposures. For high rooms of good size, larger patterns may be used; here heavy designs in wall paper, furniture, and draperies are appropriate. Low rooms should be raised by stripes in the wall paper, long lines in the furniture, and long, flowing draperies, with few spreading effects in design. The richest effects can be got by using, in such instances, two tone paper, the rug and furnishings accenting the deeper tone in the paper and carrying it up in the draperies.

"If it is a very high room, the rich brocade designs of wall paper tend to lower its effect, and used with heavy mahogany furniture, upholstered in the strong color of the two-tone paper, will lead the room down to the one tone. The draperies could well repeat the brocade of the wall paper. Such effects should never be used, however, unless the size and height warrant.

"In large halls, where there is a

great deal of space, large figures and light backgrounds are acceptable. Elaborate rugs and furniture call for simple unobtrusive wall-paper and one one-tone draperies. We are using all colors in our wall papers—more green than formerly and but little red, what there is of it being more on the purple tone. This shade blends in better with the mahogany furniture, so much used. For the living room, grays, gray-green, and cream gray are both popular and appropriate. They are so neutral that all kinds of people are expressed by them. Blue is excellent for halls and dining rooms.

"The wallpapers are governed, as are fabrics, colors and designs in men's wearing apparel, by the prevailing fashions in women's clothes. Now is this other than it should be. Women are the ones who are most

in the home setting. That background of the home, the wallpaper, should harmonize with and accent. Wallpaper has had to keep pace with beautiful fabrics, Chinese and Japanese, French, Italian, Persian, which have been so dominant in dress fabrics. We are producing the most exquisite chintz, with the dainty little rose buds, forget-me-nots, blue bells, primroses, hawthorns, daisies, all-over patterns, on gray, cream and white grounds, with the borders rioting in garlands of the flowers. These are for bedrooms. We even have the Paisley shaw effects in wall paper for den or library, the deeper tone in the design being accented in solid color for draperies, furniture and rug. There are the Italian gardens so popular in the tapestries and cretonnes, with the heavy foliage and vistas, carried out in browns, golds, greens, soft blues and grays. These are excellent for heavy architectural effects, in large halls, and for large living rooms in summer homes. They are really the old tapestries in wall paper. Popular, also, are the Japanese silks, whatever imitates the fancy fabrics of the hour.

I find beside my breakfast plate  
A royal purple egg.  
A chicken with an emerald bill  
And one magenta leg;

And fifty postcards, more or less,  
Kind friends have sent to my address,

For this is Easter morning.

My wife puts on a battleship  
Of straw and feathers gay.  
My daughter dons a cruiser built  
Of bales of plaited hay;

And forth upon the street they go  
To swell the yearly fashion show.

For this is Easter morning.

A Ballade of Easter  
By William F. Kirk

To the same old world with its light  
And shade,  
The same old world with its grief  
And woe,

The Easter sun is again displayed,  
And the lilies are waving to and fro  
As they waved on a Sunday long ago

When the guardian rock was rolled away;  
Let us be glad, for the sunbeam's glow  
Is the smile of Christ on the world today.

Where is the cross that the Romans made?  
Gone, with all of the Roman show.

Shure a bit of ribbon is it;  
New? Well, somethin' in that way;  
Faith, ye wouldn't have me visit  
Disrespect on Easter Day.

Where is the crown of thorns that laid  
The suffering head of the Saviour low?  
Where is the blood they made to flow?  
Buried 'neath centuries of decay!  
Let us rejoice, for the sunbeam's glow

Is the smile of Christ on the world today.

Over on Calvary's dismal grade,  
Where the shades of the night  
Their visions throw,  
Lurk the phantom of Pilate, sore afraid,

For two thieves gibber "You willed it so!"

And the Magdalene's shadow seems to grow—

But all alone in their gloom are they,

For the morning comes, and the sunbeam's glow

Is the smile of Christ on the world today.

ENVY

Prince of Light, 'tis to thee men owe  
What they seek with blossoms and songs to pay.

Let us be glad, for the sunbeam's glow

Is the smile of Christ on the world today.

## Pat's Easter Grouch

By N. P. Babcock

'Tis the devil's own levitation  
That on Easter, pinaceo fled,  
Woman do make bold to motion  
Chiefly what is on her head.

What is on her mind don't matter,  
Nor within her heart, alack!  
'Tis her purpose most to flatter  
What she has upon her back.

Forty days of fastin' indeed;  
Forty days of knees on mat;  
Faith! the woe is quickest minded  
Be a hat the size of that.

Mark ye that wan passin' yonder  
With the flowers and bows;  
Sure I think 'twil be no wonder  
If it spoils me night's repose.

Vain they be, these women craytures,  
Full of soft, deceivin' ways;  
Pain they have upon their faytures  
On this holiest of days.

Easter, is it? Well, I'm thinkin'  
Lint should only just begin.  
Why the devil are ye winkin'?  
What is this beneath me chin?

Shure a bit of ribbon is it;  
New? Well, somethin' in that way;  
Faith, ye wouldn't have me visit  
Disrespect on Easter Day.

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## The Magic Egg And Easter Time

By Winifred Black

They are in the windows, the Easter things. Don't you love to see them?

I love the little yellow chickens best, all downy and beady eyed—the pretty things.

Did you ever hold an egg up to your ear and listen to them inside? Peep, peep, peep—it's like a call from the very depths of life.

Peep, peep, peep, peep, "let me out, let me out. I'm tired of my white ivory cage with its satin linings. I'm tired of hearing the great world through the muffler of finest silk. I'm a rooster. I'm going to do things in the world. I shall make a noise, I promise you. See, my wings can almost flap right now! Peep, peep, peep, peep—let me out! let me out! I want to rule the world!"

And sure enough, out he comes, funny little fussy yellow thing, and it isn't five minutes till he's trying to teach his mother—the old brown hen—how to walk and when to say "thank you" as he speaks to her and tells her all about his ivory castle, with its walls of silk and the wondrous dreams he dreamed there in his satin bed.

Peep, peep, the chickens are out, and the ducks, too, and, oh, the goslings! What entrancing bills, what impudent, adorable eyes, black as a ripe blackberry, and shining with the wisdom of all the geese that ever waddled.

What is it they keep looking for, the little goslings, shut up there behind the plate-glass? Oh, yes, of course, the water! Far away they see it in their dreams, lovely green ponds with plenty of weeds, glorious mud banks, sleek and shiny, and acres and acres of delicious bugs.

Well, well, I hope your Easter dreams will come true, Sir Gosling. May you fall heir to the greatest, greenest pond that ever glistened in the Spring sunshine, and may all the grubs tremble to hear your web-footed approach.

Rabbits, too. Aren't they funny? And how stubborn they look with their queer noses wrinkled up. Timid they may be, but well pleased with themselves for all that. See the covert disdain in that pair of soft eyes over yonder at the back of the window next the Jonquils! Who are we that we should be considered?

Can we outdistance a good hound in a race? Can we tell who is coming just by getting on the right

side of the breeze and wrinkling up our noses?

Good luck to you, little rabbit, and to all your tribe. You miss the snow, don't you, and the long purple shadows that call: "Come out, come out, brother rabbit, in the moonlight and dance for the fairies, and do for us, we pray you, the Bunny hug."

And then the baskets of eggs—see that little one there, wreathed in flowers; who wouldn't laugh for joy at that? See the "stars" of Easter!

Oh, what a nest of lilles of the valley there is over yonder—sweet, fragrant things, so demure, so frail, so shy, and yet so piquant, too, like some modest girl who has a mind of her own.

Hyacinths, all curls and airs and graces. You belong at court, Sir Purple, you never were intended for the delight of common folk. You naughty, conceited fellow, you and your lady there in silver white.

And the jonquils and the daffodils, all yellow, yellow. The sun loves you, doesn't he, sweet sisters of golden locks? Set but a bunch of you in the window and the sun shines there on the cloudiest day.

Narcissus, slender, fearless, vain, a gallant among flowers are you. Violets, oh violets, all purple and dewy and fragrant. After all, violets are the dearest, for once I loved gave me a knot of them when my heart ached, and lo! the world has changed for me since that day.

Look, children, the candy eggs. That's a brave one there of chocolates, brown and rich. How many lovely paws would he give you, do you think, if you bit into his rich middle?

And oh, here's a dream egg. Have you never seen one? Well, we'll buy the fairy dream egg, though it isn't quiet time for it yet, and then home.

Hurrah, the fire is dancing on the hearth! Off with the coats, down with the hats, and now, here in the firelight, we three will look into the dream egg.

There, little brother, hold it to your clear, gray eye—so, now, what do you see? Oh, now delightful! A bridge, a garden, a little house all covered with roses, a woman in a red cloak at the door, so still, so serene, so Sunday quiet.

Now, little girl, you too—yes, the little house, the bridge, an enchanted footpath over a river of pure delight—yes, the garden, too, and roses, oh, roses, and roses! and the little woman in the red cloak.

Ah, something new—a pond with swans sailing on it—what a garden of happiness!

Oh, if we could only get into that

A truth that has long lain buried

At Superstition's door

I see in the dawn uprising,

In all its strength once more.

Hidden away in the darkness

By ignorance crucified,

Crushed under stones of dogmas.

Yet, lo! it has not died.

It stands in the light transfigured;

It speaks from the heights

above:

"EACH SOUL IS ITS OWN RE-

DEEMER;

THERE IS NO LAW BUT

LOVE."

And the spirits of men are

gladdened,

As they welcome the Truth

reborn,

With its feet on the grave of error

And its eyes on the Easter Morn.

A truth that has long lain buried

At Superstition's door

I see in the dawn uprising,

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## The First Of The New Sport Silks

New York, February 8.—Brilliancy pleasing. Chartreuse Georgette crepe, also, and this same robin-egg blue effect is particularly pleasing for evening wear. Another blue satin, similar in shade to the blue we have been discussing, is marked off at regular intervals by stripes, about three inches wide, of flowers in shades of yellow and brown with soft grayish green leaves. Many of the dark colored silks have narrow stripes of vivid color as contrast.

"Silks are tremendously popular this year for outdoor wear and are continually growing more so," re-echoes the Indian Peter. "There are many to paddle long, long Summers ago, when the wind came up from the west and brought the smell of sweet grass from the meadow.

Away we would paddle, away up, up, the shining river, round grassy bends, past sweet meadows, thick with clover, by an apple orchard flush with pink glory. See the "pineyes" in that old fashioned doorway, there by the bank, white and pink. They blow, and oh, how sweet the clover is! And wasn't that a whiff of sweet briar?

Look—I saw a fish leap, silver he was and speckled. How the shadows of the trees flick the stream—the very paddles shine in the gleaming water.

Then we would take a boat, a canoe of sweet smelling bark, such as the Indian Peter. "There are many to paddle long, long Summers ago, when the wind came up from the west and brought the smell of sweet grass from the meadow.

Away we would paddle, away up, up, the shining river, round grassy bends, past sweet meadows, thick with clover, by an apple orchard flush with pink glory. See the "pineyes" in that old fashioned doorway, there by the bank, white and pink. They blow, and oh, how sweet the clover is! And wasn't that a whiff of sweet briar?

The Shantung pongees, which are among the most attractive of all the silks, and by far the type of which one thinks in connection with sports, are of a heavy, crepe-like weave. In the coloring of these, the newer school of design, the oriental, predominates. The ground is mostly of the pale pongee color; sometimes it seems to be a cream white, again there is an idea of the grayish white about it. One design scatters over the silks, at wide intervals, irregular circles of perhaps two inches in diameter of duck blue; these are outlined by lines of white, American beauty, gold and green. Another, a cream-white background, is adorned with slightly larger irregular disks, composed of broken bands of emerald green, rose and bronze. A pongee with a grayish white cast is plaided off with broken stripes, about an inch and a half wide, made up of tiny blocks of American beauty, gray, emerald green, and dark purple. Still another has a rather large geometrical design of chartruese, white, American beauty, Copenhagen blue, mandarine and emerald green.

Another variety of the new silks comes in intensely vivid coloring, many of them quite extreme. For example, one of the most startling is of brilliant orange with stripes of amethyst and black. A pretty one is of a soft shade of orange divided off into five-inch squares by narrow lines of Copenhagen blue. Another is of American beauty and emerald green. Striped and plaid effects of emerald green and white are attractive. This same green is also combined with purple and white.

"Be careful never to throw them at each other," the silk expert warns. Then he proceeds to gather up handfuls of soft satin, the robin-egg blue in one hand and violet in the other. After the first start of surprise, one realises, as he twists them tightly together, that they really do harmonize after all, that the effect is beautiful. Another of the new combinations he shows is robin's-egg blue and brass, far less brilliant than the first, and quite

## Bizarre Creations On London Stage

London, February 12.—In one of the well-known salons, amid surroundings which form a harmony of neutral tones is to be found a revelry of color which M. Reggie de Voelle, with wonderful artistic sense, evolves into the exquisite toilettes which are so eagerly sought after by the "stars" of revue today. At the same time, these original designs are by no means confined to one type of dress. Side by side with a fairy-like scheme of floating white, scintillating at every edge and fold with diamonds, may be seen a quiet little Russian coat-frock every whit as exquisite in its dainty refinement. A delightful example of just such a gown was designed for Miss Madge Lessing, and worn by her in "The Girl from Ciro's," which showed deft touches of embroidery in Russian colorings on a groundwork the shade of an old stone wall.

Another lovely model of the same type is the "Spring Song tea-gown" in green chiffon, vivid yet soft, something between the tender tone of an opening peach leaf and the pure green of a tomato. Over clinging draperies of this chiffon came a little sleeveless coat of Chinese persuasion, hanging straight and loose, yet with exact precision, falling just away from the frock and caught only at the sides. This was draped out in shot green and silver tissue; green—the exact shade of the chiffon—while woven on its surface were scattered leaves of silver. One can imagine with this a long chain of smoked amber, threaded with some of the beautiful Burmese beads wrought in silver, and hanging from it a motif of Chinese jade.

Among Reggie de Voelle's wonderful toilettes is one evolved from the idea of an Indian squaw dress. The underrobe cleverly reproduced in matt charmeuse, roughened to give the effect of chamois leather, is wrapped and folded round blanket-fashion and edged everywhere with an uneven fringe of diamonds. Over this is thrown an enveloping shawl-cloak of white chiffon, every hem of which is bordered with a ragged edge of white coque feathers incrusted with diamonds; strings of these stones hold the cloak to one

Other tulle models have their lines brought out by motifs of jet; others again having a touch of subdued color, blue or green, and all showed in remarkable degree simplicity and absence of "fuss." This was noticeable whether the gown was in soft shellpink brocade, faintly gleaming with gold, or in a gorgeous material golden with flame and rose.

Among many beautiful materials may be mentioned a silk of tenderest petunia, widely scattered with blossoms outlined in pale green and rimmed again with carmine.

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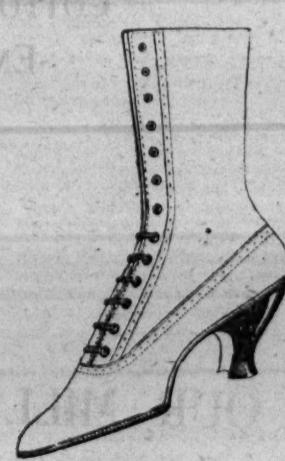
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## Enter the Skirt that Mounts to the Shoulders

Paris, France.—For some time skirts have been made on wide waistbands, giving them a highwaisted appearance, and this idea has grown until the result is the skirt that mounts to the shoulders. A recent model is made with plain points and back breadths, gored at the hem, and tapering towards the tops, which are joined on each shoulder, just at the corners. The side breadths reach only to the waistline, where they are gathered into bands that join the mounting front and back breadths. With such a skirt, only a simple little blouse is appropriate. The sketch illustrates an elaboration of this idea that has been charmingly carried out. As can be seen, it has the same effect as the casque blouse. It is made of serge, and what would be a yoke top to the skirt mounts to form a charming corsage. The skirt is laid in three plaits at each side of the front and back, and the rest of the fullness is gathered as it is attached to the "yoke." The fastening with buttons under the arms, with the continuing line of buttons and buttonholes below, gives a charming effect. The flat fronts introduced in many of the new blouses and "jupes montantes" are far from becoming to all figures, so that the little embroidered strap arranged in this model, at the waistline in front, gives a slight blouse and a happy idea. All the embroidery is of self-colored silk and silver. With this skirt is worn a thin lace or chiffon blouse, and the result is a more dressy costume than the ordinary skirt and blouse that meet at the belt.

Another new model is of "Nolsetto" velvet. This has a flat corsage that buttons in double-breasted fashion with only one row of buttons. The corsage extends about six or seven inches below the waistline, and the line of buttons is extended further on to the skirt part which is joined to the corsage in groups of three plaits. Between the groups of plaits at the hem, the velvet is embroidered, in quite a wide band, while narrower bands outline the neck and a little breast pocket. While practically these models are nothing more or less than sleeveless one-piece gowns, they are called in Paris the "jupe montante," and as such are growing as popular as the "robe chemise" that appeared a year ago. And all this goes to show that the ordinary little blouse that has been with us for so many years is in no danger of being entirely supplanted by the new "casque" form of blouse. As a matter of fact, one is obliged to look more than once these days to discover whether a woman is wearing a robe chemise, a jupe montante, or a fashionable manteau, so similar is the effect produced by all.

Some of the new long coats have no appearance whatever of being coats, according to the usual idea. One, for instance, of light serge of the "gris fumé" shade, has no visible fastening beyond two little straps that button across the front. From neck to hem, the front is laid in plaits. The side pieces are plain, begin at the shoulders and extend to the hem. The little straps, just mentioned, are cut in extension to button across the plaits. The back is cut plain to the length of a hip jacket, and below this the material is gathered. A wide row of stitching across the straight part of the back extends to the plaited front across the side pieces, so that the whole effect is of a "robe chemise," especially as the collar fastens up invisibly to the chin, turning over at the sides in points faced with cerise. Another manteau gives the idea of a bolero jacket and plain skirt and is very smart. It is made of turquoise blue velvet. The upper part is cut in the form of a straight bolero, fastening on the left side from the shoulder. The lower part of the garment is gathered on to this bolero top all around, and falls to the full length of the skirt. The lower part of the bolero is finished with straight rows of stitching, and the fastening of the garment is invisible except for a row of buttons just where the stitching is. A snug crush collar



Gown showing new 'jupe montante'

envelops the neck, covering the chin and ears. Altogether one stops to wonder whether this garment is a long coat, a one-piece frock, or a separate coat and skirt.

Another model that is really a manteau, but has the appearance of being a separate coat and skirt, has stitched bands to outline a jacket effect, curving from the neck in front in cutaway form; and a scant flounce of the material, falling at the lower edge of these stitched bands, adds to the jacket effect. In the skirt part, extra material is added and gathered under the flounce, exactly as a skirt would fall under a coat. One could easily wear such a coat as this described over any sort of a frock, for any occasion when strict tailleur is in order and then remove the coat and be in what ever costume the moment might require; for these mantues invariably cover the entire gown and are cut just a little longer than the usual skirt. So skillfully, indeed, are models being designed to combine many uses, that one almost expects to see produced a single garment that can be arranged to answer the purpose of anything from a raincoat to a ball gown. At any rate, utility is walking hand in hand with art, and French designers are learning to regard the former as an essential quality; while, happily, they can be trusted never to sacrifice the latter to the present demands upon their ingenuity.

## LA VOGUE'S STYLE HINTS.

LA VOGUE, 46 Nanking Road, has such a wealth of choice offerings on display in their elegant upper and lower show salons that it would be invidious to single out any special items for particular mention. This establishment has set a years ago. This mode is quiet, the standard hitherto unknown in Shanghai for attractive show windows, and yet what can be seen from the street gives but an inadequate conception of the wide range of up-to-date modes on exhibition inside, a display which covers practically the entire gamut of ladies' fashionable wear.

They forecast that, for the fashions of this Spring, we must expect the same quiet, simple style that has been so much in vogue of late. Hats for the present remain—for the most part—small in the brim, though, it must be admitted, in many cases, size is permitted sway in the draped crowns. There is a suggestion of finer days in a one-piece dress of oyster-white cloth with skunk edgings at the throat and cuffs.

The charm of the chemise frock is not a mere passing fancy. A sash of gold tissue threaded through the waist sets off such a frock of a satin material embroidered with dull gold. Dainty simplicity will be the dominant note in the well-dressed world

during the coming season. The war trousers, accompanied by a quaint loose coat—a species of jumper—opening as some persuasive little waistcoat, is just one of the many charming models recently submitted, arranged on these Asiatic lines. Others, again, are cut in straight, all in one-style, more after the chemise frock, presenting quite a fresh aspect in some rich soft brocade. A black brocaded over with great gold floral motifs is lovely, the round décolletage caught on the shoulders like a Greek peplos and finished with a narrow flat tucker of black tulle and floating tulle sleeves.

That any woman in her sober senses and in this age of emancipation is going to "hobble" again is quite unthinkable. But we have touched the limit of the skirt imposed by crinoline. There is an important element of the Orient in much of the dress of the day. It is of course discreetly tempered to laterr-day conveniences; but to those who have eyes to see, the ligne and intention are made crystal clear by the straight, formless figure, low, wide-cut necks, and loosely-tied girdles and sashes, merely to mention three distinguishing details.

Now is there any mistaking the growing feeling for rich silk and metal brocades. The picturesque demi-toilette is suggestively Oriental. For this fascinating compromise between an *apris nude* frock and a teagown, the tucked under harem skirt used in lieu of the conventional

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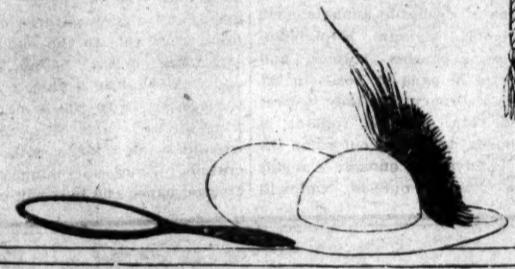
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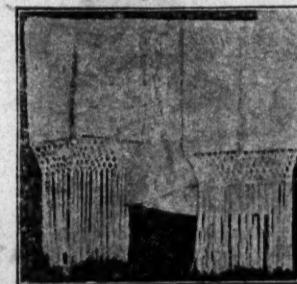
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## Planning The Home Surroundings

Planning for the outside of the home is as important a part of the home comfort and beauty as planning for the inside of the home, and it is so considered in these days of artistic emphasis. It is agreed by most, who give any thought at all to the subject, that the interior of the home expresses the occupants more or less adequately and fairly, according to the knowledge of certain underlying laws which govern interior decoration. But it is much commented upon by landscape gardeners and lovers of the beautiful that comparatively few home builders on a small scale, and even few on a large scale, give the same thought to the necessity of having their grounds express themselves. Yet, just as surely will that household be judged by the home surroundings over which it has control, as it will be by the interior of the home.

Not only in justice to ourselves must we consider carefully the care and plan of the grounds about the home, but also the pleasure and real benefit this will give those who live near, who pass or enter our home. Beauty is always a benefactor. A

beautiful garden, a bright patch of foliage, a graceful tree, a delightful vista, all enhance the enjoyment of a community, and often reach far into other parts of the country by the simple joy or helpful hint such things give to the visitor.

In planning for the garden and grounds of the home, whether we are to create them or, as is more frequent, make them over, there are some few fundamental things which must be remembered. We have to take into consideration the surroundings of the home lot, the architectural lines of the house, the lay of the land, its lines in relation to the house and surroundings, the nearness or distance of natural scenery, the desirability or undesirability of views; in fact, just what we must produce of distance and rhythm.

All this calls for most careful planning. The competent landscape designer will always produce a plan which will furnish the most desirable arrangement from his point of view, and he usually is able to incorporate many ideas of his client.

thus supplying a composition reflecting the tastes of the owner. An individual key note must be struck and adhered to. Many may have to depend largely upon hints gained from magazines, and the few practical books upon the subject, with advice from some honest horticulturist. By these sources, even the amateur may plan out a simple but artistic garden. No matter how small the space, it may be made beautiful to the eye by careful planning.

"So often people build the house before giving any thought to the planning of the grounds," said Frederick Russel Bacon, landscape gardener for one of Chicago's large horticultural establishments. "As the grounds, from the topography, shape and surroundings, should determine the architectural character of the building, so, too, it will of necessity determine its location in relation to the property lines. Short-sightedness in this respect often results in disappointment and costly alterations, to those who are sensitive to rhythm and unity."

"Proper preparation of the soil is

the most important item in successful

gardening. Better, if need be, prepare the ground one year and beautify it the next, than to economise on the soil preparation. Trees and shrubs need ground well fertilised to the depth of two or three feet, according to the soil, and from two to three years to develop. To enable them to get a start before dry weather sets in, these should be put in before the first of April, the latter part of March preferably.

"In the laying out and distribution of the shrubbery, trees, flowers, the grades, walks, and drives, service quarters, unsightly objects, points of interest, and pleasurable surprises must be considered. No placing of anything should be without a purpose. Defects, such as unsightly buildings or slopes, can be obliterated by skillful combinations of foliage plants. There should be no indiscriminate scattering about the place of horticultural specimens. That the planning of the grounds should be carefully thought out before the house is placed, becomes evident when one realises that often, by just the right location, a vista or

beautiful view may be brought in range with certain lines of the house. The background may be created by the trees. Variety of effect will be obtained by poplars, which are rapid growers, red oaks, American elms, and sugar maples. The tulip poplars and elms are good for spreading effects, the Lombardy poplars for perpendicular lines.

"A low-built house to the ground needs spaces and low shrubs in groups, grading to higher growths as you go away from the house. Some of the low shrubs, practical for planting near the house, are spirea Thunbergii, Deutzia gracilis, corchorus japonica. For low trees the coniferous evergreens are good. Some of the dwarf and tall growing shrubs are the azaleas, the hybrid rhododendrons, Japanese holly, the phillyrea. Along the drives and trees, there is chance to plant for the beautiful. Among the specimens which are most suitable for such positions are the cut-leaved white birch, the various forms of Japanese maple, and the purple-leaved beech. Avoid destroying the rhythm by planting rows of trees along curved driveways. For straight driveways, sugar maples, red oak, American elm, and the European linden are good. These trees should be planted alternately and about 35 feet apart.

"In planning for the garden, you must study groups, vistas, the lay of land, lawn spaces, shrubbery and color schemes. There is no objection to striking color contrasts. Nature is lavish in this. It is hardly possible to have too much variety. By careful planning, a succession of blooming flowers may be had throughout the season. Just as soon as the ground is sufficiently dry, the preparation of the ground may begin. Meanwhile the seeds may be got under way. In early May, perennial flowers may be planted out. It is better, however, as the perennial flowers take a season to make a showing from seeds, to depend chiefly upon the annuals for the first year's growth, if you are beginning a garden. You can start the seeds of desirable annuals, such as marigolds, alyssum, salpiglossis, scarlet sage, pansies, cosmos, and mignonette in pans or boxes in the house in February. As they become crowded, thin out and replant in other boxes and plant out when the season is advanced enough. Annuals may be started outside, but will

bloom later than those started in the house. Castor beans and canna are good annuals for foliage; gladiolus bulbs rival the orchid in color and give good effects the first season."

In "Practical Landscape Gardening," by Robert Cridland, some helpful hints appear as to the classification of gardens and the suitability of each; the entrance to the garden, its walls and backgrounds, and the inclosures. They are treated from the points of view of one with a large estate and one with the small. Especially helpful are the illustrations which are used, showing the effects of different treatments and designs. The architectural features of the garden are treated, giving special attention to the sundial, fountains and pools and their construction, garden seats and pergolas.

The beautiful garden ideas are especially worthy of mention. One is an early flowering border of iris, peonies, foxgloves, and English daisies. The other is a picturesque back yard, most artistically planned. The fence is lined with high perennials, and a turf walk, two feet high, divides it from a larger border on the lawn. The small border along the walk is planted with roses, and rose arches tie the beds together and apparently increase the distance. Some pleasing effects are given in planning hardy borders by planting daisies in clumps, leaving a turf edge between the walk and the bed. Most helpful planting plans are given at the back of the book, with many lists of flowers and shrubs and trees.

### You Might Try--

#### Chicken and Asparagus Timbale

One cup of cooked minced chicken, 1 cup of cooked or canned asparagus. First cook together 2 tablespoons of butter, 2 tablespoons of flour, 1½ cups of the top of the milk; add salt and pepper, dash of mace, and a few drops of lemon juice. Add this to the chicken and asparagus. When boiling, add 2 egg yolks slightly beaten, take from the fire, and add the stiffly beaten whites. Turn into timbale molds, well-oiled and lined with bread-crumbs. Bake 15 minutes under greased paper and in a pan of water.

Turn out of the mold, garnish with asparagus tips, and serve with highly seasoned cream sauce made with mushroom powder.

#### Coconut Cake

One half pound flour, 3 ounces lard or butter, ¼ pound castor sugar, ¼ pound dessicated coconut, ½ teaspoon baking powder. Cut or rub shortening into the flour, add other dry ingredients and a pinch of salt. Mix into a dough with 1 egg and sufficient milk to make proper consistency, about ½ cup. Turn into buttered pan. Bake in hot oven.

#### Spanish Onions With Nut Stuffing

Peel 6 medium-sized Spanish onions, and cook in boiling salted water until tender; cool, and remove the centers, cutting a slice from the top and leaving a wall of 3 layers.

Chop fine ¼ of a cup of English

walnut meats, mix with ¼ of a cup of fine bread crumbs, add ½ cup of melted butter, and season with ½

teaspoon salt, ½ teaspoon pepper,

and a few grains of cayenne. Add 1

tablespoon of finely chopped parsley,

and moisten the mixture with 2 or

3 tablespoons of cream or stock.

Fill the onion cups heaping full with

the mixture, arrange them in a

casserole, and pour around them 1

cup of chicken broth. Cover and

bake slowly 30 minutes, basting

occasionally with the stock in the

dish. Place a dot of butter on top

of each onion. Pour over them 1½

cups of cream sauce, sprinkle with

chopped parsley, and serve in a

casserole.

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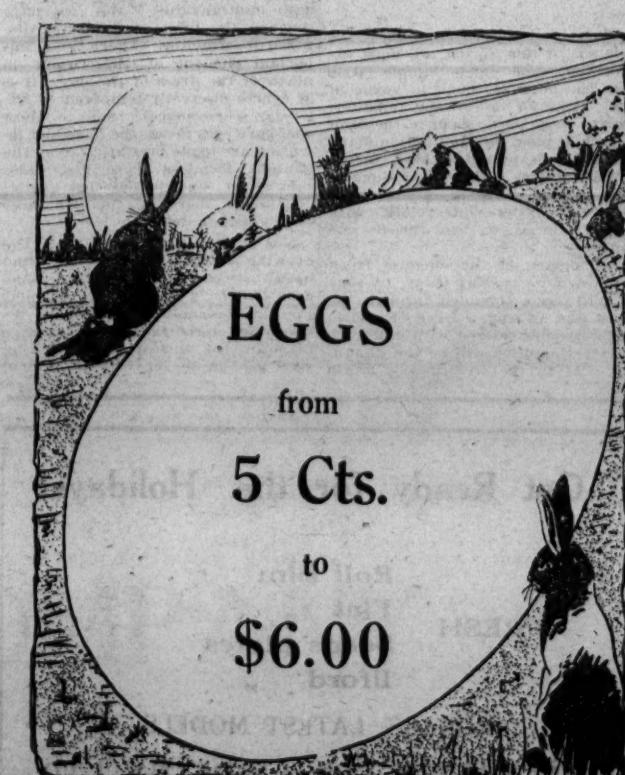
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Written by Arthur Stringer,  
Author of “The Occasional Offender”  
“The Wire Trapper,” “Gun Runners,” Etc.

### SYNOPSIS

On Windward Island Palidori intrigues Mrs. Golden into an appearance of evil which causes Golden to capture and torture the Italian by branding his face and crushing his hand. Palidori floods the island and kidnaps Golden's little daughter Margery. Twelve years later in New York a Masked One rescues Margery from Legar and takes her to her father's home. Legar sends Golden a demand for the chart. The coveted chart is lost in a fight between Manley and one of Legar's henchmen but is recovered by the Laughing Mask. Count Da Espares figures in a dubious attempt to entrap Legar and claims to have killed him. Golden's house is dynamited during a masked ball. Legar escapes but Da Espares is crushed in the ruins. Margery rescues the Laughing Mask from the police. Manley finds Margery not indifferent to his love. He saves her from Mauk's poisoned arrows. Manley plans a mock funeral which fails to accomplish the desired purpose, the capture of the Iron Claw and his gang. Margery is saved from death at the hands of the Iron Claw by the Laughing Mask. An attempt by the Iron Claw to blow up the O'Mara cottage is frustrated in the nick of time. The Laughing Mask discloses his identity to Margery. Margery overhears the police's plan to take the Laughing Mask prisoner and hastens to warn him. They escape both the police and the Iron Claw. Later the Laughing Mask is almost taken while with Margery at her home. He eludes capture. Margery's father tells her that the Mask has met death. A mysterious woman frightens Legar's henchman into a promise of confession to clear the Laughing Mask. She meets Margery and discloses herself to that young lady as David Manley. Legar and his gang get possession of some loot and escape, taking Margery with them. The Laughing Mask adds to his mysteriousness by once more saving her from death. Margery rescues the chart of the Van Horn loot. The police attempt to arrest David as the Laughing Mask. The Mask appears on the scene. David saves Margery and her friends from Legar's henchmen, one of whom loses his life trying to escape.

### SEVENTEENTH EPISODE

#### The Vanishing Faker

The staid Wilson, who in his many years of faithful service as butler in the Golden household had seen many strange and unusual happenings, was at that moment decidedly perplexed. Unless his beloved young mistress had been suddenly bereft of her senses why was she indulging in such queer and childish antics out there in the rose garden.

As Wilson turned from the window sadly shaking his old head the object of his red-sauced companion.

“I think I understand the code fairly well now,” she said with quiet satisfaction, “and you certainly have been a very efficient teacher.”

“Don't mention it, Miss Golden,” answered her battered companion.

The man speaking in this jocular vein was the redoubtable Captain Brackett of headquarters, who had taken upon himself, to the exclusion of all other duties, the self-assigned task of rounding up that mocking and elusive personage known as the Laughing Mask.

A thick-set detective now came briskly down the grass-bordered path and respectfully saluted his chief. After a low-toned conference with this man, Captain Brackett excused himself and hurried away. Left alone, Margery sat down on a rustic bench close by a flowering bush of fragrant lilacs her hands toying idly with the mirror as she gave herself up to her not altogether pleasing thoughts. For these thoughts, in large measure, concerned her father's secretary, David Manley, and of late she had been

greatly disappointed in that young man.

The silver-backed mirror slipped from the fingers of the abstracted girl and dropped with a little clatter on the gravelled walk at her feet. Roused from her reverie she stooped to pick it up, and as she did so a curious thing happened. Reflected in that circular hand-glass was the image of a man, peering out through an opening in the lilac bush. Covering his face was the familiar yellow mask with the laughing mouth-slit. More determined than ever to ascertain the identity of her mysterious protector, Margery quickly dodged around the lilac bush, hoping by this flank movement to take the intruder by surprise. But Margery, herself, was the one surprised, for no trace of that masked and evasive figure rewarded her thorough search.

To her further bewilderment she suddenly saw David Manley, dressed in his motorcycle togs, standing on the other side of the strangely productive bush.

“What are you doing here?” she inquired icily. “You seem to have acquired a rather impolite habit of startling people by springing out of the ground quite unexpectedly.”

As David reddened under the sting of this cutting remark he realized that Margery's faith in him was decidedly shaken.

“I—I'm awfully sorry I annoyed you, Margery,” he stammered apologetically, “but Aunty Ricks over at the old homestead telephoned I could have one of the litter of collie pups—they're prize-winning stock, you know. Before I pick one out I thought I'd ask you if you had any particular preference for markings.”

Margery promptly and ungratefully rejected this proposed peace offering.

But despite her cool treatment of Davy, Margery sent a look of tender concern after his dejected figure hurrying toward the garage that would have consoled him greatly could he have seen it. The next moment that look changed swiftly to one of horrified surprise. Over the top of the ivymantled brick wall flanking the garage slowly appeared a man's head and shoulders. Then followed a lean-fingered hand clutching a glittering heavy calibred revolver.

She saw Legar raise the nickeled revolver and squint with deliberate and careful aim over the sights. Before she could utter the cry of warning which was trembling on her lips the revolver in Legar's hand was suddenly lowered and that malignant-faced outlaw slipped out of sight.

The white-lipped girl saw that Legar's hurried retreat was due to the fact that at the moment he was about to press the trigger of that menacing revolver a liveried chauffeur had emerged from the garage pushing a clumsy-looking motorcycle. She saw Davy, still in ignorance of his near approach to death, jump down into the saddle of the cumbersome affair, which developed a surprising burst of speed as it flashed down the drive and veered sharply onto the macadam highway.

Certain that the unrelenting master criminal would not so readily relinquish his savage purpose of extirpating the young secretary, and more anxious for Davy's safety than she would admit even to herself, Margery ran lightly to the broad veranda of the manor house and caught up the field glasses which were kept hanging against the wall. Sweeping the long stretch of highway with the powerful lenses, she quickly picked up the straight young figure guiding the racing motorcycle. With a sigh of relief she saw him nearing the crest of that ridgelike elevation called Seven Oaks hill.

But as she was about to lower the glasses she gave a sudden exclamation of dismay, for the motorcycle slowed down and came to a stop just on the brow of the hill.

The khaki-clad rider dismounted, and after a searching glance about him, proceeded with some difficulty to drag the heavy machine over the stone wall, where it was effectually concealed from the view of any chance-passersby. Then he struck off along the top of the ridge in the direction of the row of stately trees standing like sentinels guarding the valley.

Even as Margery stood puzzling over the meaning of these strange maneuvers, a look of startled apprehension came into her eyes as she saw a group of sinister figures slinking along the side of the road a short distance below the house.

She knew she must run, as she had never run before, if by taking advantage of a short-cut she hoped to reach Davy before that evil band of gunmen, bent on his destruction.

With the spiteful crack of the pistol that figure stopped short, wavered uncertainly for a moment, and then plunged headlong into the valley. From that advancing line of gangsters came a sharp fusillade of answering shots, but the man in the mask seemed to bear a charmed life. He continued to pump his automatic in apparent indifference to the rain of bullets flattening

when her rescuer turned from gazing cautiously and intently into the valley it was with an involuntary gasp of surprise that she perceived his face was covered by a yellow cambrie mask.

“We are going to have a fight on our hands in a minute,” he said quietly. “Legar and his men are getting ready to rush the place.”

Almost as he spoke, a group of determined and grimly silent figures, each armed with a formidable-looking revolver, came storming up the peaceful hillside. The Laughing Mask, with a quick movement, drew his companion to a place of safety. Then he leaned slightly over the natural stone breastwork and leveled his black automatic at the foremost of the oncoming bandits.

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highway and wind rapidly up the drive. They saw the distant figures of the men as they got off that machine and started to enter the house. Then the bulky figure in the lead stopped abruptly and concentrated his attention on that faint spot of light flickering on the side of the veranda. After a moment he turned and spoke excitedly to the little group around him.

It was apparent the stalwart police captain had interpreted those advancing splashes of light into the frantic call from Seven Oaks hill for help.

Throwing aside his useless weapon, the Laughing Mask seized a heavy rock and hurled it down upon the advancing group, now half-way up the slope. He followed this by another granite projectile, and still another. But it was an easy matter for the attackers to dodge these clumsy missiles, and it was evident that at best only a brief respite could be gained by this medieval method of warfare. One of the gangsters drew a deliberate bead on the exposed figure of the Laughing Mask, but Legar struck up his arm before he could fire.

“I want to snare those birds alive,” Margery heard him grimly announce.

Then, with a concerted rush, the besiegers of that rocky citadel covered the remaining distance and came swarming over the rough-hewn battlements. The Laughing Mask threw a protecting arm about his slender comrade and stood waiting for the shock of hand-to-hand conflict. But even as contaminating hands were reached out toward the shrinking girl there came the sound of many feet pounding along the ridge.

“Beat it, the bulls are comin’!” shouted one of the gangsters as a group of flying figures charged down upon them. Out of that inferno of raging fighters whose lurid oaths were punctured by revolver shots and the crash of heavy clubs on thick skulls, two men detached themselves and made a quick dash for liberty. The scar-marked fugitive, with two detectives close at his heels, succeeded in reaching the highway. Here he seized upon the motorcycle belonging to David Manley, and the next moment its chugging explosions leapt the echoes, as with a flying leap he was in the saddle and rocketing down the road.

The other refugee, who wore a yellow mask, was honored by the hot chase of the russet-faced Captain Brackett himself. Making straight for a huge, round boulder standing in solitary isolation, he outstripped his somewhat portly pursuer and dodged around the globular mass of stone.

A little later that self-possessed young woman was sitting peacefully on the wide and shady veranda of her father's home when David Manley, still in his cycling togs, came up the steps toward her. In his arms was a lumbish and wriggling collie puppy. Margery fixed on him a stern look of interrogation.

“What were you doing at Seven Oaks hill this morning?” she inquired brusquely.

“Davy's eyes fell before the direct gaze of his inquisitor.

“I haven't been near Seven Oaks hill today,” he replied slowly, after a little pause. “I have been over to Aunty Ricks' ever since I talked with you this morning. I thought you might change your mind about wanting a puppy, so I picked out the best of the lot for you.”

As Margery rose to her feet there came into her face an expression of intense scorn.

“This is the second deliberate falsehood you have told me,” she replied, making each word a stab, “and I do not care to accept a gift of any kind from your hands.” As she finished speaking the wrathful girl turned and swept into the house, leaving a saddened young man absently holding a sprawling collie puppy in his arms.

The Dice of Chance

David Manley was decidedly unhappy. And his dejected spirits were due entirely to the fact that he had fallen under the scornful displeasure of a certain adorable young woman who had caught him in a deliberate and unwarranted falsehood.

Following his disastrous rout at

the battle of Seven Oaks hill, their one-armed enemy had seemingly declared a truce, and now the gentle Mrs. Golden, in the hope that it might prove a distraction for the deeply brooding girl, planned a gay lawn fete, to which the whole countryside was invited. Under the stimulus of preparation for this elaborate affair, Margery's drooping spirits revived to a certain extent.

It was apparent the stalwart police captain had interpreted those advancing splashes of light into the frantic call from Seven Oaks hill for help.

From certain inside sources he learned of the proposed festivities, and at once decided the opportune moment had arrived for him to strike, and strike hard. Among the pernicious crew which did his bidding was a swarthy-faced Neapolitan bomb-setter known as Black Tony. Because of this man's proclivities for high explosives he was selected as the particular instrument for the consummation of Legar's iniquitous scheme.

A little later, in the Owl's subterranean retreat, he was receiving his final instructions from the lips of his scar-marked leader. Black Tony might well prove a pliant and dangerous tool in skilled hands, but he was sadly deficient in that initiative essential for any work more complicated than dynamiting the grocery shops of his extortion-resisting compatriots. For this reason Legar had prepared a rough diagram, which he now carefully explained to the furtive-eyed blackmailer.

That this diabolical undertaking was entirely to the liking of Black Tony was evidenced by his evil, yellow-toothed grin as he took the paper from Legar's fingers and placed it in his pocket. Carrying a small and well-worn black bag, he started blithely forth on his terrible errand of destruction.

Dressed in a rusty tuxedo, the supposed waiter emerged from the gayly striped marquee where the long supper table was receiving its finishing touches and paused for a moment on his way to the small service tent which was pitched nearby. His eyes roved over that assemblage much as the eyes of a cold-blooded butcher might appraise a flock of sheep herded for slaughter. As his glance rested upon the massive oak towering over the refreshment tent, he made a little grimace off evil satisfaction.

Several feet from its base the great trunk had been nearly sawn through by Legar's picked henchmen. And now their ruthless handiwork had been supplemented by the charge of powerful explosive which waited only the spark of ignition to send that huge oak patriarch crashing down upon the flimsy affair of canvas under its branches.

The dark-skinned Italian, exulting over the successful completion of the first part of his deadly mission, stood amidst a scene of wondrous beauty. High in the heavens swung the full moon, casting its mellow effulgence over shimmering lake and wooded hill. Dispelling the wavering shadows were myriads of softly glowing lights, festooning the trees and bespangling the shrubbery. of Aunty Ricks, which was the place

From the rose garden came the sound of gently splashing fountains as they flung their silvery cascades into the scented air. Beautifully gowned women and their somber-clad escorts danced on the velvety lawns to the softly swelling music of the great orchestra, or strolled arm in arm about this brilliant land of enchantment.

A slender, golden-haired girl was the center of a laughing group. As she caught sight of something moving at her feet she stopped and picked up a sleepy and blinking-eyed collie puppy, which she held snuggled in her arms for a moment.

“Now, Sandy,” she admonished, as she set him down, “it is time all good little dogs were in bed, so run home as fast as you can.”

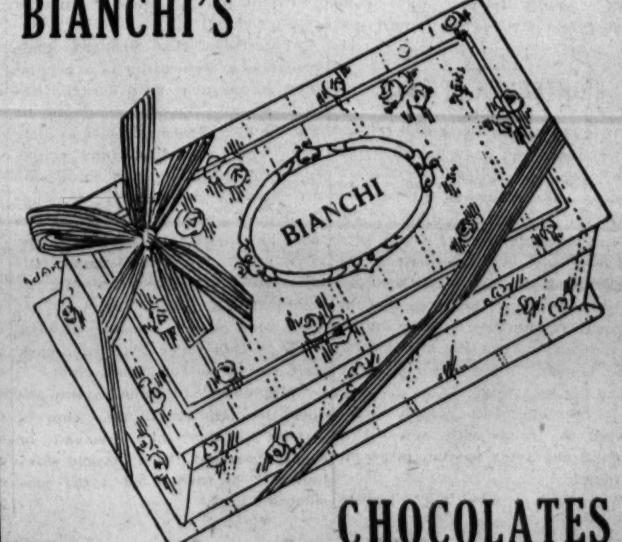
The dutiful Sandy started for the house in obedience to the commands of his mistress, but as he passed the caterer's service tent sundry whiffs and odors assailed his nostrils with an insistent temptation that was not to be denied. He quietly slipped through that inviting opening and, finding no one to dispute him, nosed inquisitively into various hampers of savory edibles. As the clumsy puppy bumped against an improvised table consisting of a board resting on two barrels, a large bowl containing a siruplike mixture toppled onto his back and deluged him with its entire contents.

At that moment there entered the tent a swarthy Italian dressed in the garb of a waiter. Either through a doggish distrust of this forbidding figure or because of a guilty dread of the punishment his recent mischief might bring, the sirup-drenched puppy slunk into a dark corner of the tent and waited for Black Tony to leave. But that worthy showed no immediate intention of departure. Instead he seated himself on a cracker box and studied a small square of paper with every evidence of satisfaction.

He made a movement to stuff that soiled bit of parchment into his hip pocket, but in his haste he missed the pocket and the paper fell to the ground, where a puff of wind, creeping under the nose of the frightened puppy. He sniffed at it curiously, but the glue-like substance now soaking through his shaggy coat was a matter needing much more urgent attention. Forgetting the menace of that repellent stranger, he rolled frantically on his back, endeavoring to rid himself of that cohering and exasperating liquid with which he was smeared. His long, sticky hairs caught up that scrap of paper, which, by his distracted wallowing, was worked into his matted coat until it clung with burlike tenacity.

Although Black Tony was in ignorance that this incriminating diagram had been appropriated in this odd manner, he had an inherent dislike for all animals, which he now manifested by bestowing a well-directed kick with his heavy boot upon the struggling Sandy. The injured and much aggrieved puppy gave one yelp of pain and darted out of the tent. With drooping tail and equally drooping sprits he started as fast as his short legs could carry him for the home and bespangling the shrubbery. of Aunty Ricks, which was the place

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of his nativity, and where no such brutal treatment as this had ever been meted out to him.

The maltreated Sandy, reaching the old gray farmhouse which had formerly been his home, raced through the open door into the cheerful living room where a somewhat dejected young man was sitting with an elderly, kindly-faced woman.

“Sakes alive, if it ain’t that pup come back home!” she ejaculated.

Her younger-eyed companion immediately saw that something was amiss with the pet he had bestowed upon Margery Golden as a parting gift.

Then he saw the scrap of paper sticking in the dog’s matted hair and his face grew serious. Perhaps the one he loved was in danger and in this strange way had sent a message asking his help. With swift fingers he disentangled the paper and, smoothing out its gummy creases, studied it with frowning intensity. What he saw was a rough sketch of a large field tent, with a tree outlined close beside it.

To the puzzle-eyed young man came a sudden and startled comprehension of those apparently meaningless drawings. Only that afternoon he had passed the great manor house and had seen the preparations for the lawn fete to which he had received no invitation. He had noted the striped marquee put up directly under the mammoth oak.

That time would undoubtedly be the supper hour. Davy’s face went white as he hurriedly glanced at the clock on the mantel. A fearful apprehension seized him that it might already be too late to prevent the frightful massacre planned by the one-armed criminal. Paying no heed to the anxious queries of his wondering companion, he rushed from that room in frenzy of dread foreboding. As he flung himself upon his pulsating motorcycle and shot out into the darkness. His fear would have been a hundredfold intensified could he have seen the murderous Italian, who at that moment touched a lighted match to the end of the time fuse projecting from the nearly severed oak.

It was a race between a spark of fire eating its way up the ever-shortening fuse and a wildly driven motorcycle lurching through the night. The stakes of that desperate race were precious human lives. Once the race was nearly lost, as the pounding machine missed by a hair’s breadth a heavy touring car with vision-blinding headlights. Then it careened into the driveway of the brilliantly lighted grounds, raced madly across the level stretch of lawn and into the very tent itself before its white-lipped rider leaped from the saddle.

“Run, all of you! Run for your lives!” he cried frantically.

As his meaning dawned upon the startled guests they stampeded from that threatened tent like a flock of fear-crazed sheep. Even as they cleared the guy-ropes a dull, muffled detonation split the air and the stricken oak swayed unsteadily for an instant; then it came toppling down on those deserted walls of canvas with a roar like the mighty crash of thunder clouds.

As David Manley relinquished his hold on the white-faced girl whose life he had saved, Enoch Golden grasped him tremulously by the hand in silent thanks for their deliverance from disaster. Margery turned to him a little shyly.

“I don’t know how to thank you for what you have done, Davy,” she said impulsively.

But the deeply hurt young man only acknowledged her gratitude with a stiffly formal bow as he turned and strode away into the darkness.

## EIGHTEENTH EPISODE

### The Green-Eyed God

“I thought you had discarded that theory, Captain Brackett,” Margery Golden said in surprised tones. “I know you discovered some strongly convincing evidence, but when, with our own eyes, we saw both David Manley and the Laughing Mask in the same room at the same time, it stands to reason they must be different persons.” Then she added softly to herself. “And I am sorry it turned out that way.”

Just then one of the captain’s men entered the room with news of a startling character written large on his face.

“Well, Jenkins, what is it?” tersely

demanded his superior, and then as the self-important sleuth glanced at Margery, he added, “Miss Golden is in this as much as any of us.”

“Well, you see it happened like this,” he began in meditative voice.

“I had been don’ a four-hour stretch down at the four corners. It

was the blackest kind of a night and there wasn’t even a stray rabbit for company. I hadn’t seen anything that looked suspicious, so when Donovan comes along to spell me off, I thought I’d step in a minute for a chat with Parker, the head gardener down at Wilken’s place. I found the old man and his son, Joe, in the kitchen and they gave me a little somethin’ to take the dust out of my throat. We was settin’ there quiet and peaceful, when all of a sudden I seen old Parker standin’ at the open winder with the eyes bulkin’ out of his head. I took a squint myself and I’ll be blamed if that slippery customer with the comic mask wasn’t lookin’ right into my eyes.

“Jenkins,” he says, quite calm-like, “you’re a good man in your way, so I thought I’d tip you off that a couple of the Iron Claw’s-second-story workers are pullin’ off a job right in this house while you’re guzzling your beer. If you nab those two porch-climbers,” he says, “it ought to help that promotion y’all lookin’ for.”

“Then he gives a little laugh an’ with that he was gone. I thought he was kiddin’ me along and I was pretty sore by that time. I makes a dive through the winder with Joe close behind me, but that masked Jerry had disappeared like he always does.

“We did the best we could, chief, an’ you ought to know it ain’t no cinch to round up the Laughin’ Mask. Well—as I was sayin’, he made a clean getaway and me and Joe decided to take a look through the house to make sure he was only stringin’ us. We went up them front stairs like a couple of gumshoe artists an’ then we seen somethin’ was wrong. The door of the room where Miss Wilkens sleeps stood open a little way and I caught the glim of a flashlight near where she keeps her jewel case. I shoved my hand just inside the door and pushed the light button. And there we was face to face with a couple of the most surprised and toughest lookin’ crooks that I ever met up with. Miss Wilkens was lyin’ there in the bed sleepin’ like a baby.”

“Then two housebreakin’ agents of Legar’s was as full of fight as a couple of Kilkenny cats. They wiped out their guns, and one of them fleshed me in the shoulder, while the other fetched Joe a crack over the head that put him to sleep for a minute. By the time Miss Wilkens had got her eyes open an’ let out a scared screach they was through the winder and climbin’ down the lattice-work.”

“Wait a minute, Jenkins,” Captain Brackett interrupted. “Your story may be very interesting, but what has this part of it got to do with the Laughing Mask?”

“I was just comin’ to that,” his subordinate replied in a somewhat aggrieved tone. “We got out the front door just as the thugs was makin’ tracks for a racin’ car they had hidden off to one side of the road. Old man Parker tried to stop em, but he got a wallop on the jaw that knocked him stiff. They jumps into the car and sends her off with the self-starter. We thought they was gone all right, when that automobile stops up with a jerk that pretty near put them motor bandits over the glass front. We was Johnny on the spot then, an’ we collared our men in a hurry. An’ say, what do you think put the kibosh on that joy ride getaway?”

“The thing that brought them crooks to a standstill was a rope as thick as my arm, with one end tied to the rear axle of the automobile and the other end made fast to a big tree. The wheels was buzzin’ round, but they wasn’t gettin’ nowhere. An’ the man who rigged up the contraption for stoppin’ those crooks must have been that Laughin’ Mask y’all after. We found those jailbirds had pretty bad records an’ the commish said I was likely to get some good news in a couple of days. Perhaps this feller with the mask ain’t as bad as you think, chief.”

“Why doesn’t he come out into the open, then, and explain these charges standin’ against him, instead of sneakin’ around like a masked safe-blower?” he demanded with considerable heat.

“Well, Jenkins, what is it?” tersely

demanded his superior, and then as the self-important sleuth glanced at Margery, he added, “Miss Golden is in this as much as any of us.”

“Well, you see it happened like this,” he began in meditative voice.

“I had been don’ a four-hour stretch down at the four corners. It

was the blackest kind of a night and there wasn’t even a stray rabbit for company. I hadn’t seen anything that looked suspicious, so when Donovan comes along to spell me off, I thought I’d step in a minute for a chat with Parker, the head gardener down at Wilken’s place. I found the old man and his son, Joe, in the kitchen and they gave me a little somethin’ to take the dust out of my throat. We was settin’ there quiet and peaceful, when all of a sudden I seen old Parker standin’ at the open winder with the eyes bulkin’ out of his head. I took a squint myself and I’ll be blamed if that slippery customer with the comic mask wasn’t lookin’ right into my eyes.

“Jenkins,” he says, quite calm-like, “you’re a good man in your way, so I thought I’d tip you off that a couple of the Iron Claw’s-second-story workers are pullin’ off a job right in this house while you’re guzzling your beer. If you nab those two porch-climbers,” he says, “it ought to help that promotion y’all lookin’ for.”

“Then he gives a little laugh an’ with that he was gone. I thought he was kiddin’ me along and I was pretty sore by that time. I makes a dive through the winder with Joe close behind me, but that masked Jerry had disappeared like he always does.

“We did the best we could, chief, an’ you ought to know it ain’t no cinch to round up the Laughin’ Mask. Well—as I was sayin’, he made a clean getaway and me and Joe decided to take a look through the house to make sure he was only stringin’ us. We went up them front stairs like a couple of gumshoe artists an’ then we seen somethin’ was wrong. The door of the room where Miss Wilkens sleeps stood open a little way and I caught the glim of a flashlight near where she keeps her jewel case. I shoved my hand just inside the door and pushed the light button. And there we was face to face with a couple of the most surprised and toughest lookin’ crooks that I ever met up with. Miss Wilkens was lyin’ there in the bed sleepin’ like a baby.”

“Then two housebreakin’ agents of Legar’s was as full of fight as a couple of Kilkenny cats. They wiped out their guns, and one of them fleshed me in the shoulder, while the other fetched Joe a crack over the head that put him to sleep for a minute. By the time Miss Wilkens had got her eyes open an’ let out a scared screach they was through the winder and climbin’ down the lattice-work.”

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“Well, you see it happened like this,” he began in meditative voice.

“Please tell us everything that

happened, Jenkins,” Margery inter-

posed.

“Well, it certainly was some

scrap, Miss Golden,” answered the

thief-catcher, addressing himself

exclusively to the diplomatic girl,

“an’ the strangest part of the whole

thing happened after I got the brace-

lets on them crooks and left Joe to

watch them, while I went up to the

house to see if anything was missin’.”

“Just as I reached the house,” he

quickly resumed, “the moon broke

through the clouds an’ I stood look-

in into the garden, for I had a hunch

the one-armed desperado might be

hiding around to superintend that

job his men tried to pull off. Then,

all at once, I seen Miss Wilkens,

dressed in a kind of lace wrapper,

standin’ like a ghost down at the

further end of the garden. An’ she

wasn’t alone by a long shot. Talk-

in’ to her, free and easy as if he’d

known her all his life, was that dare-

devil, Laughin’ Mask. I felt sort of

obliged to him for tippin’ me off

about Legar’s second-story workers,

but I knew you was anxious to have

me little to talk with, so I com-

mences to talk up on them night

prowlers like an old Tom would go

after a couple of sparrows. I had

covered about half the distance when

that masked Romeo grabs Miss

Wilkens in his arms an’ commences

to kiss her like a happy bridegroom.

An’ she keeps comin’ right back for

more. I was that surprised I must

have let my foot down heavy, for

they broke apart and he goes through

the hedge like a shot. When I

comes up to the run, there was only

Miss Wilkens an’ when I told her she

was harborin’ a man wanted by the

law, she froze me up with a haughty

stare.

“You must have been drinkin’,

officer,” he says. “I just came out

for a minute to calm my nerves after

all that excitement an’ the only per-

son I’ve seen is an extremely rude

policeman.”

“I don’t believe a word of the last

part of your story,” Margery cried

in a voice perilously close to tears.

“I don’t believe the Laughing Mask

was promenading about that garden

with a strange young woman at mid-

night.”

“Well, settle that when the time

comes,” said the police captain.

“I’m not goin’ to do anythin’ to you,

but I’m goin’ to do somethin’ to him.”

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but I’m goin’ to do somethin’ to him.”

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“I’m not goin’ to do anythin’ to you,

but I’m goin’ to do somethin’ to him.”

“I’m not goin’ to do anythin’ to you,

but I’m goin’

# SPORTING NEWS SECTION THE CHINA PRESS

SHANGHAI, SUNDAY, APRIL 1, 1927

## RAILWAY TEAMS IN GAME FOR CUP

Shanghai - Hangchow - Ningpo  
Line Again Too Good For  
S. N. R. Men

FINAL SCORE IS 6 TO 3  
First Half Proves Close But  
Losers Fall Off Badly  
Towards End

In brilliant weather the annual football match between the S. N. R. and the S. H. N. R. for the cup presented by Mr. M. Y. Chung was played at Markham Park yesterday afternoon. The home team kicked off, but play opened in favor of the Hangchow line team, who had the wind in their favor, and it was not long before T. H. Tong registered their first goal. Intermittent play followed, one or two good runs being made by Manley and Quincey for the S. N. R., but with a long, dropping shot Tong again found the net for the S. H. N. R.

By good combined play, the S. N. R. registered their first goal through Y. C. Tong who easily beat the custodian. Following on this the S. N. R. team began to press, but the shooting was atrocious, and several opportunities were missed. Half time arrived with the score 2-1 in favor of the S. H. N. R.

On the resumption the S. N. R. team took play into the visitors' half, and Quincey scored with a brilliant shot. Following this there was a mix up in the homesters' goal, and the ball was put into the net but it could not be seen from the press box which player scored the goal.

After the kick off, Quincey forced a corner from Tong which proved abortive, and Manley escaped a long shot which went a few yards wide.

Play then veered round, and the S. H. N. R. registered their fourth goal through Lo, and soon afterwards their fifth by Nyien who almost immediately afterwards added a sixth. Close on time, Manley scored the S. N. R. third goal by the best shot of the match. The game ended 6-3 in favor of the S. H. N. R. who thus secured the cup for the second year in succession.

## Mail Notices

### MAILS CLOSE

For Japan:—  
Per N.Y.K. s.s. Omi Maru Apr. 2  
Per N.Y.K. s.s. Kumano M. Apr. 7  
Per N.Y.K. s.s. Chikugo M. Apr. 7  
Per N.Y.K. s.s. Hakata M. Apr. 10  
Per N.Y.K. s.s. Kasuga M. Apr. 12  
For U.S., Canada, and Europe:—  
Per T.K.K. s.s. Nippon M. Apr. 2  
Per T.K.K. s.s. Shinyu M. Apr. 5  
For Europe:—  
Per N.Y.K. s.s. Kitano M. Apr. 13  
Per N.Y.K. s.s. Pushim M. Apr. 22

## WHAT NEWS ON THE RIALTO?

By Domino  
Blighty

A well known doctor said to me the other day: "Do you know anything about this thing that the A.D.C. is putting on called 'Blighty'?" I told him that I had heard of something like that but couldn't answer for it. He then proceeded to explain to me the meaning of the word. It seems that the word has a Hindustani origin and means "Dark waters." Some time ago, in fact years ago when anything came from Britain the natives said it came from "Blighty" or a word that sounds like that. Well, it is easy to see where we get the expression that means HOME to the Britisher. The valiant Indians who are fighting in Mesopotamia always refer to Britain as "Blighty." So there you are.

The A.D.C. are putting on something in the nature of a revue called "Blighty" in May and as the whole thing is made in Shanghai it should call for a good deal of support. Mr. M. D. Silas has written the music and those who heard it last night were most enthusiastic in their appreciation and as I happened to hear it I can cordially endorse all that they had to say about it. It is really good. Mr. Graham Barrow has provided the necessary book.

Mr. G. B. Wingrove is producing the piece and that is quite enough to convince the Shanghai public that the thing is O. K. I hear that he has all sorts of excellent ideas for the show and that it ought to be really good. But we must wait and see.

All that one can say at this early stage in the proceedings is that the revue deals with the short leave of the boys in khaki and that all on leave are out for a good time—and who will blame them? Another thing that might be of interest is the fact that not only are there some 80 people booked to appear but S. J. Deeks, the Secretary of the A. D. C., is daily getting chits asking if there is room for either "my friend or myself."

I was talking to Roy Smith yesterday about stage affairs and theatrical things in general and he had lots of things to say that were most interesting. Up to the present I have not enjoyed the Bandman show but I cannot help feeling that this has nothing to do with either Bandman or his company. We all know Leyland Hodgson and we like him because he is so good on the stage, and we all know Compton Coutts and we also like him because he is so

(Continued on Page 3)

## INDOOR SPORTS

By Tad



## Wrestling Match to Be Feature at Sikh Sports

The above will take place on the Race Course next Saturday, in aid of the Sikh Wounded Fund. Tickets of admission \$1.00, children half-price.

Among the many promising items, the chief events include a wrestling match, by two hardy exponents of this science. They are the Sikh Bhag At Singh (Champion of the 56th Sikh Regiment), who will meet the Mohammediyan Mohomed Ali Khan (Champion of the 19th Punjab Regiment). Both wrestlers have fine records for past performances, and in a bout held last year, the Sikh came out the winner.

Both men have been in strict training for two months, and are in splendid shape.

Another item that calls for attention will be the feat performed by a Sikh P. C., weighing 145 lbs., who will lift a sack of sand weighing 400 pounds. The events Number 18, and are open only for Sikhs and Mohammedans. Other features are Throw Exercise, and a Bayonet Exhibition

## Scouting Notes

By Tracker

A fine scheme of fieldwork was played off yesterday afternoon when the scouts of the 6th and 7th Chinese Troops assisted by the French Municipal School section of the Baden Powell Scouts attacked Nanyang.

The College was defended by the Nanyang troops, the 9th and 10th. The game commenced at 3 p.m. the B. P.'s attacking from the south of Hungtiao Road; the 6th from the east, while the 7th kept the ball rolling on the north and west. From the start the game went with a swing; the scouts going at it ding-dong. Prisoners were made on both sides.

On the Nanyang side the operations were directed from the top of the Clock Tower by signallers, and from this point a splendid view of the operations was to be had.

The "cease fire" was fixed for 5 p.m. but after some smart scrapping and keen scouting the boys of the 7th troop were successful in their aim, and entered the College at 4:45 p.m.

The game was essentially one for scouts. The operations on the attacking side were conducted by the

Patrol leaders, and during the afternoon there were some very hot corners.

The troops marched to Nanyang to be dismissed, leaving there for their own headquarters about half past five. Most of the troops are busy preparing for the Easter camp, some of them arranging camps in or near Shanghai, whilst others are going further afield.

I hear the scouts of Tsinghua College (Shantung) are coming on in fine style, and the troops (I understand there are three) are as keen as their Shanghai brothers. The College authorities are giving the scouts every assistance and we shall soon hear of a very strong branch in that quarter.

## BOWLS CLUB MEETING

Members of the Shanghai Lawn Bowls Club are reminded that the annual meeting will be held on Tuesday, at 5:30 p.m., at the offices of Messrs. Maitland and Co., Szechuan Road. It is rumored that a very interesting announcement will be made.

## Billiards

A friendly interclub billiard match between the Lusitano Club and the Shanghai Municipal Police was started on March 8. The first part, played off at the Lusitano Club, has just been completed, and resulted in a win for the Lusitano Club by a margin of 273 points. The return games will be played on the Police tables within the next two weeks.

The following were the representatives of the respective clubs, and the scores:

S. M. Police v. Lusitano Club	Burnside	139	J. M. C. Lopes	250
	Abbott	250	B. E. Carneiro	183
	Reeves	165	J. Webster	250
	Doyle	250	F. C. Ozorio	190
	Rush	201	F. H. M. Castro	250
	Dewing	250	C. M. P. Re-medios	187
	Milne	231	J. M. Oliveira	250
	Tait	202	S. del Rivero	250
	Quayle	117	F. P. Remedios	250
	Prince	223	J. V. Jense	250
	Mackintosh	250	E. R. Leitao	202
	Barrett	215	G. M. P. Re-medios	250
		2493		2765

## PICKS CHINA TEAM TO WIN OLYMPICS

Director J. H. Crocker Confident  
They'll Defeat Japan And  
Philippines

### ALL NOW IN HARD TRAINING

Selection Meets In Shanghai,  
Wuchang and Tientsin  
April 21

That Chinese athletes will upset tradition by winning the Third Far Eastern Olympic Games to be held in Tokio, May 8-12, is the opinion of Director J. H. Crocker, of the China branch, who has just completed an extensive trip throughout the country to look over the material available. Both the last meets were won by the home teams and it was feared that Japan might walk away with the coming tilt.

"Japan may be good at tennis and the Marathon race," said Mr. Crocker, "but they count for only 7½ points in all. She is weak in all team games and field events. The team games count for ten points each and our tennis, volley-ball and basketball teams will undoubtedly repeat the good show they put up at the former contests."

Five thousand dollars will be given by the Chinese government towards meeting expenses of the team. Substantial contributions are expected from President Li Yuan-hung and members of the Cabinet personally.

Mr. Crocker announced yesterday that from 75 to 100 athletes will be selected to represent the rainbow-colored flag at these meets. Chinese contestants must be in Tokio May 2 for practice; those sent by the northern colleges probably will sail from Tientsin while the southern aspirants will charter a boat from Shanghai.

Preliminary meets for the selection of the best material of the northern, western and eastern sections will be held at Tientsin, Wuchang and Shanghai respectively on April 21. Selection has already been made for South China. Forty have been declared eligible, including a football team, a volley-ball team, six swimmers, a cyclist, a broad jumper, a half-miler and two tennis players.

The Baptist College ground here has been chosen to stage the eastern preliminaries. Several open events will be held to enable non-members of schools and colleges to compete at the finals. Students of local educational institutions are at present training hard for the coming events.

Either Peking or Tientsin will represent China in basketball. The

(Continued on Page 3)

# PALMOLIVE SOAP

IS USED IN MORE THAN 2,000,000 HOMES, BECAUSE

2,000,000 WOMEN KNOW WHAT IT DOES

No other products of nature have been discovered to equal palm and olive oils in benefit to the skin. The daily use of these oils in the form of Palmolive Soap surpasses any other method for keeping the skin SMOOTH SOFT AND BEAUTIFUL. These oils give Palmolive Soap the beautiful Green Colour which is absolutely natural. They make a wonderful, profuse, creamy lather, as rich and fine as real cream.

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PALMOLIVE SHAMPOO; PALMOLIVE VANISHING CREAM;  
PALMOLIVE TALCUM POWDER; PALMOLIVE SHAVING STICK

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Agents wanted in every town in China to sell Palmolive. Write  
ANDERSEN, MEYER & Co., Ltd., Distributors, Shanghai,  
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Present this coupon to your dealer and he will give you a trial cake of Palmolive Soap for six cents. Sign your name on the line below, that we may know you have received the Soap.

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# EASTER TIME IS SPORTS TIME

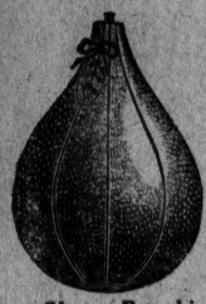


And we are ready to fit you out for any of the outdoor sports. All the articles listed here are English made and are guaranteed best material only. No matter what your requirements are, we are in a position to offer you exceptionally low prices. We hold large stocks at present but with the increased difficulties of obtaining leather goods we advise an early purchase in this section. When you want sports goods, well, write to

## WHITEAWAY'S

### TENNIS RACKETS

Reliable makes that will give you satisfaction in play. The Alpha Racquet English made \$5.00 each. The Alert Racquet, English made \$5.00. The Player Racquet, English made \$6.00. The Renshaw Racquet English made \$6.50. The Demon Racquet, English made \$11.25. The Gold Medal Racquet, English made \$20.00.



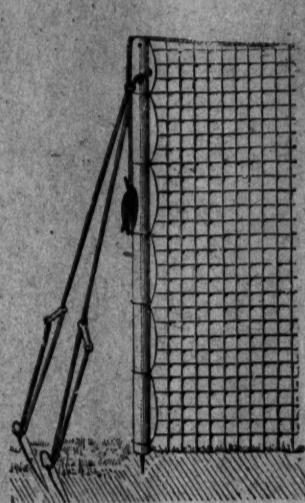
**Pear Shape Punching Ball**  
for hanging,  
Price **\$10.50** each



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English Pebble grain  
leather and bladder.  
Price **\$7.50** and **\$14.50**



**Baseball Kit**  
Masks  
Price **\$5.00** **10.00** each



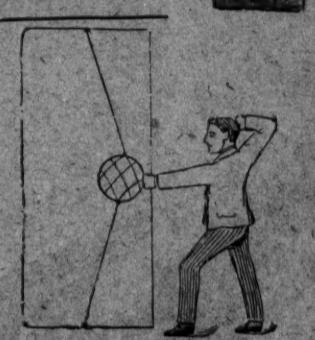
**Tennis Gear**  
We stock a complete range and  
the first delivery is now to hand  
Posts \$12.50, 21.50 pair  
Nets \$5.75, 8.50 and \$11.50 each



**Sandow's Own Combined Developer, Improved Model**  
Can be used as a wall exerciser, 6 strand  
chest expander, and as a body exerciser.  
Complete with charts.  
Price **\$9.50** each



**Baseball Mitts**  
Price **\$4.50** **8.00**  
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**Reliable Punching Balls.**  
The "Country"  
Case of strong tan Sheepskin, complete with 3in. rubber spring, stout leather straps, floor and ceiling fittings.  
Price **\$12.50**



**Men's White Tennis Shoes**  
Corrugated Rubber soles  
Price **\$4.50** to **8.50**  
per pair

**Ladies' Tennis Shoes**  
White Chrome soles  
Price **\$5.50** per pair



**Leg Guards**  
Price **\$4.50** and **\$5.75**  
per pair

**Batting Gloves**  
Price **\$5.50** per pair

**Wicket Keeping Gloves**

Price **\$5.50** per pair



**Boxing Gloves.**  
No. 620. Spalding's English Gloves, made of Gold cape with palm lacing, 6-oz.  
Price **\$12.50**

**The "Woodstock"**  
Superior Gold cape stuffed horse-hair, 8-oz. Lace fastenings.  
Price **\$12.50** set

No. 800. The most perfect Boxing Gloves obtainable at a medium price for all round purposes. Elastic bands at wrist and made from the finest selected Gold cape.  
Weight 8-oz.  
Price **\$14.50** set



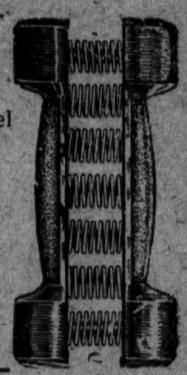
Swivels for attaching to ceiling  
Price **\$1.00** each



**Baseball Balls**  
Spalding Official League Ball  
as supplied to the leading clubs  
Price **\$3.50** each



**Water Polo Balls**  
Regulation model, leather case  
with air-valve bladder.  
Price **\$12.50** each



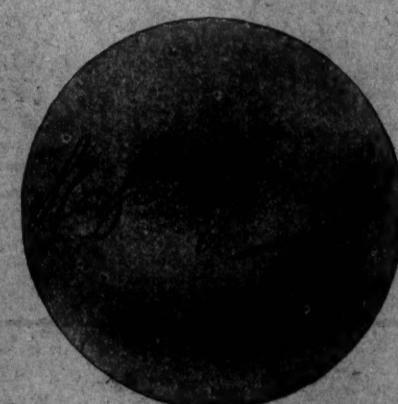
**Dumb Bells**  
Ladies best Nickel  
Plated,  
7 springs.  
Price **\$8.50**  
pair



**RANSOMES FAMOUS MOWERS**  
The "Lion" Mower  
Five cutting blades, complete with  
grass boxes.  
Size 13 and 14 inches  
Price **\$38.50** and **42.50**



**The "Anglo-Paris"**  
Six cutting blades, built for very  
heavy work on large lawns, golf  
courses, etc. Complete with grass  
boxes. Size 18 and 20 inches.  
Price **\$75.00** and **85.00**



Slazenger Tennis Balls, New  
stock to hand marked 1917.  
Price **\$9.50** dozen



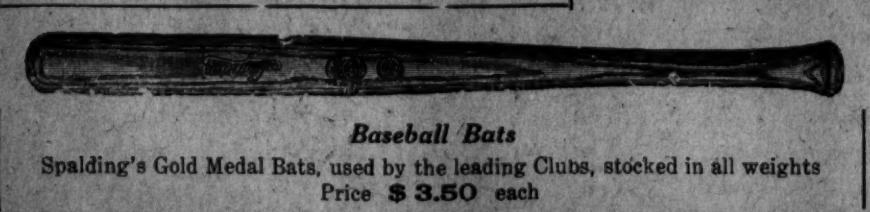
**Spalding's Golf Clubs**  
Hand-forged heads,  
shafts of best quality  
hickory, supplied in  
Drivers, Brassies,  
Irons, Cleeks, etc.  
Price **\$4.00**



**Base Ball Mitts**  
Gloves **\$6.50** each



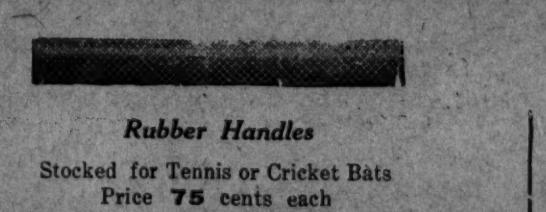
**Throwing Hammers**  
As sketch cast iron head, shaft of flexible  
steel wire with swivel and steel triangular grip  
Price **\$12.50** each



**Baseball Bats**  
Spalding's Gold Medal Bats, used by the leading Clubs, stocked in all weights  
Price **\$3.50** each



**Cricket Bats**  
The "Fardriver" Driver **\$7.50**  
The "Demon" .. **10.50**



**Rubber Handles**  
Stocked for Tennis or Cricket Bats  
Price **75 cents** each

**Whiteaway, Laidlaw & Co., Ltd. Shanghai**

## SHANGHAI RIFLE ASSN.

The second March competition of the above association was held on Friday, March 30, from 8 to 8 a.m. and from 4 to 6 p.m. The range was 600 yards; Blahey targets and scoring, 1 sig. and 7 scoring shots.

The weather conditions were unfavorable. There were about 50 competitors. The following are the results:

"A" Class	
R. K. Hykes	31(a)
A. C. Davis	27
G. H. Bowdrey	26
A. M. Collico, retired.	
"B" Class	
W. T. Rose	30(b)
J. E. Cameron	29
J. B. Timberlake	29
A. G. Loehr	23
Chas. Fondey	23
W. H. Blackwood	22
W. G. Smith	22
B. S. Chapman	22
T. Nagalke	22
F. F. Vaughan	20
E. A. G. May	19
"C" Class	
J. Johansson	22(c)
F. W. Franz	25
F. Bonichi	25
G. H. A. Snow	23
P. Reilly	23
C. Bedoni	22
J. Fukuchi	21
C. H. McCloy	18
N. Sudzuki	17
C. Matsuno	13
"D" Class	
D. Inowka	24(d)
L. L. Schmale	23
Geo. Dunlop	23
G. A. Fitch	22
R. A. Russell	20
Y. Hori	19
H. W. Lambert	18
G. Furton	15
T. Nagasawa	15
(a) Winner of spoon and 1st leg on cup.	
(b) Winner of cup and promoted to "A" Class.	
(c) Winner of spoon and 2nd leg on cup.	
(d) Winner of spoon and 3rd leg on cup.	

## SHANGHAI SCOTTISH, S.V.C.

The Intersection Shield Competition (otherwise known as the Captain's Test) will take place this morning. No. 1 section will start at the Town Hall at 10.30, No. 3 at 10.45, No. 2 at 11 o'clock and No. 4 at 11.15.

Conditions.—Sections will march to the Rifle Range, taking in the points mentioned in the sealed orders given to them at the starting

## Gallops of the Ponies in Training for Spring Races

Saturday, March 31, 1917.

Pony.	Rider.	$\frac{1}{4}$ mile.	$\frac{1}{2}$ mile.	$\frac{3}{4}$ mile.	1 mile.	$1\frac{1}{4}$ miles.	$1\frac{1}{2}$ miles.	$1\frac{3}{4}$ miles.	$2\frac{1}{2}$ miles.	Last quarter.
Concession	boy	38	1.18.2	1.55	2.30	4.03	3.34.3			31.3
Blazon	GW	41	1.19	1.54.3	2.28	3.01.4				*33.4
Sleap's Ches.	SAS	40	1.14	1.45.3	2.21.1	2.56.4				33.3
Capercaille	HEA	41	1.20	2.00	2.42	3.18	3.50	4.20		*30
The Oriole	WH									
Chestnut	boy	36.2	1.16.2	1.44.4	2.16.4					*32
Macgregor's Dun	boy	38	1.14.4	1.52.1	2.27	3.06	3.32.8			*32.8
Arnold's Black	WH	35	1.05.2	1.40.4	2.15					34.1
Wimsome Dahlie	boy	34.3	1.09.2	1.46.3	2.21.1	2.55.1	3.26.5			31.1
The Recruit	boy	—	1.06.2	1.44.1	2.18.1					*34
Ezra's Marble Grey	boy	35.3	1.14	1.52	2.26.1	2.57.1				31
Lucy Star	WH	35	1.11.3	1.44.3	2.15.2	last mile of 1 1/4				*30.4
Fairylight	EM	41	1.17	1.51.4	2.28.1	3.07.4	3.46.3	4.21.1	4.61.3	30.2
Rushlight	boy									
Bramaputra	AJPH	39.2	1.18.3	1.55.4	2.30.1	3.03				32.4
Kronborg	GW	40.2	1.16.3	1.52.3	2.26					33.2
Paragon	boy	36.1	1.13.3	1.48.3	2.21.1	2.51.2	last 1 1/4			30.1
Sutterle's Grey	boy	40.3	1.18	1.55.3	2.33.4	3.09.3	3.41.3	4.13.2		*31.4
White	boy	36	1.13.8	1.49.3	2.22.3	2.53.2	last 1 1/4			30.4
Harlequin	boy	41.2	1.20	1.56	2.27		last mile			*31
The Goldfinch	WH	33	1.08.3	1.42.3	2.16.4	2.47.2				30.3
Moller's Bay	EM	36.1	1.11.1	1.46	2.18.2					33.2
Ezra's Dun	JE	34.2	1.09	1.44	2.18.1	2.53				34.4
Sutterle's Dun	boy	35	1.12	—	2.21	2.58.2				32.2
Ches	boy									
Hooper's Ches	boy	36.1	1.12.3	1.49	2.26.4	3.01.3	3.31.2			29.4
Grey Gander	RMD	45.3	1.22.1	1.58	2.38.1	3.11.2	3.47.8	4.21	4.53.5	32.3
Tiger	boy	37	1.15.3	1.49	2.23	2.54				*31
Golden Horn	boy	35.2	1.11.4	1.46.1	2.20	2.50.1				30.1
					Mud.					

## What News

(Continued from Page 1)

point. Marching is to be done in ordinary quick time (about  $3\frac{1}{4}$  miles an hour). No doubling en route or on the Range. There will be a time limit, and one point will be deducted for every minute over the limit. Time will be taken from the advertised starting time to the time the Section Commander arrives at the Huts and reports.

The Teams will consist of complete Sections, but no points will be deducted for men absent from Shanghai with leave. Two points will be deducted for every man who fails to start in the competition or who fails to finish.

Sections will be divided into two fire units, the Section Commander will be in charge of the right squad and the next senior N.C.O. will be in charge of the left squad. Fire unit commanders will attend their men on the 700 yard mound, but will not load until the 200 yard mound is reached. Highest possible score for fire unit commanders is 15 points each, according to the way they handle their men and give the fire orders.

Number of rounds—10 per man. Fire unit commanders do not fire.

The above conditions are made with a view of testing the General Efficiency of the Sections and N.C.O.s. The shooting test will not be a difficult one.

The cup to be competed for is presented by Mr. C. M. Bain.

members of the company but I can tell those critics who take it upon themselves to say "who should" or "who should not" that there are men that they see on the stage night after night who have both smelt gunpowder and have been in very close touch with the enemy. That ought to be enough for all but the hypocritical.

By the way, on Wednesday next the company are putting on "The Girl From Ciro's." The play should appeal to all of us in Shanghai for more reasons than one. In the first place Compton Coutts is taking the leading role, and the leading role needs the talent of a fine actor. The play comes from the Spanish through the French to the English. Plays are apt to lose a good deal in the translation but in the present instance the comedy has changed from a comedy to a farce and to a farce with music. We all know Stamford. He has been out here for many years with Bandman's shows and he has always pleased with his music. Well in "The Girl From Ciro's" he is not only the conductor but he is also the composer of all the music. The music is fine and I can certainly recommend listening to the "Zanzibar song." But that is only one of the good things. Get busy and pay Stamford the compliment of a good house.

I blew in to the Customs Club last

night and there I found quite a nice little concert going on. I also saw Major Truman, Major Pilcher, Captain Dick, Captain Crighton, Lieutenant Saker, Mr. C. P. Dawson and many others enjoying the program that was put up. Of course Sternes was there. I should like to know what show would be complete without that genial little comedian. I am glad to see that he has quite recovered from his record illness; I am told that he is doing something in "Blighty." Graham Barrow had something to say. Pringle was quite funny. And there were others all good. Charton was also in evidence with some excellent sketch work.

The Hanbury boys had an evening all on their own at Shepherd's Cafe last night when they gave a dinner to themselves and also to Mr. Stewart, Mr. H. Brownett, and the Rev. Sterns, and lots of other people. The affair was very merry. The musical items that followed are excellent dinner left little to be desired. Divers Stewart, Graham Barrow and lots of old boys supplied the entertainment.

## Picks China Team To Win Olympics

(Continued from Page 1)

latter place will also send two experts who tie at 5 feet 9 inches in the high jump. Y. F. Kuo, the crack miler, will again participate on the cinder path.

The Chinese delegation will have its headquarters at the Tokio Y. M. C. A. Numerous entertainments have been arranged by the Chinese merchants at the Japanese capital to welcome their athletic countrymen.

The Philippines will have 100 competitors as their representation. The island government has contributed 15,000 pesos, while citizens have given 5,000 more for the cause. The owner of the Akebono Maru will convey the delegation from Manila to Moji, free of charge.

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The Best American Male ARROW COLLARS GIVE THE GREATEST SATISFACTION IN STYLE, FIT AND SERVICE B. MONTIETH WEBB & CO. Hong Kong China Agents

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Rs. 23,000: Modern residence, corner house, situated in the French Concession. Seven Rooms. Tennis lawn.

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Rs. 17,000: Seven rooms, newly constructed house, on two and a half mow of land. In the International Settlement Garage.

Rs. 16,500: Five-roomed, detached house, modern plumbing, hot and cold water, just being completed.

## LAND FOR SALE

On Yu Yuen Road: Two lots each containing about four mow. North side of road.

On Avenue Joffre: A large plot of land, situated in best part of Avenue.

On Rue Corneille: From one to six mow. This is one of the finest residential streets in the City.

On Rue Lafayette: We can sell you any sized lot you desire. This is the new sixty foot boulevard parallel to the Avenue Joffre.

Our speciality is Real Estate for any purpose and in any locality. It will pay you to consult us first.

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is unexcelled in the assortment of Sporting Goods

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17a Nanking Road, Shanghai.



## JACK KEARNS TO MANAGE DARCY?

Boxer Can Return to Australia  
At Will; Conscription Law  
Did Not Pass

New York, Feb. 24.—Jack Kearns of California is counting on leading Les Darcy out of the labyrinth into which he has strayed since his arrival here from Australia.

He believes that he has a just claim as manager of Darcy since the strength of an agreement made in Australia and with letters and cable messages as evidence.

He admits that he has not approached or talked with Darcy since his arrival in this country, but is now ready to take up the cudgels of the fellow he calls "the greatest middleweight in the boxing world has seen since the days of Flitzsimmons." He states his case as follows:

"I am not anxious to air my claims as Darcy's manager, but when I see such fellows as O'Sullivan being taken seriously as the director of the affairs of such a great boxer as Darcy, it is enough to make one laugh at the whole affair as a huge joke. O'Sullivan in Australia never acted as manager of any boxer, and I know of him simply as a rubber and trainer of preliminary boxers and a jockey's valet around the race tracks. As far as I know, he never had a thing to do with Darcy's boxing career in Australia and never even was a rubber or trainer for that boxer. He certainly never was in Darcy's corner at any time, and any appearance of his with Darcy would have been looked upon as a joke. Remember, Darcy was the boxing idol of the Australian people and did not have \$15 a week rubbers handling his affairs."

"It has been made to appear that O'Sullivan was responsible for getting Darcy out of the country. This is not true, for Darcy can return to Australia at any time and then leave again, for military conscription failed to carry in the last elections."

"The truth of the matter is that when the vote on conscription was to be taken, Darcy was under age and O'Sullivan was of age."

"O'Sullivan knew Darcy and feared that he would be forced to go to the army if conscription did pass and prevailed upon Darcy, then under age, to sneak out with him. In Australia they almost accuse O'Sullivan of abducting Darcy, for the latter was a boy at best, and if he returns he will get the blame. Military conscription did not pass, and if Darcy had waited for a few days instead of listening to O'Sullivan's advice he could have left at any time with a clear heart. A moment was ready for him, in fact, if he had waited until after the elections, but O'Sullivan made him believe that conscription was going to

pass, and to escape himself, induced Darcy to run away.

"I know nothing of the merits of any financial claim O'Sullivan may have against Darcy since their arrival here. I do know that when Darcy landed he was a \$100,000 attraction and that he has not been getting ahead. He was induced to accept a theatrical contract, which proved nothing good, and at this time, when he is training for his first crucial test in America, these intrigues are doing everything to injure him instead of helping him."

"As far as my claims are concerned, they can be stated briefly. I met Darcy in Australia two years ago and we talked of an American tour. A three-year contract was drawn up between Darcy and myself, was inspected by Darcy's family and counsel at law and was accepted. The contract was for a publicity campaign, which resulted in some success, and I secured a passport for Darcy to leave. Because of criticism of Darcy in the Australian papers we decided that it would be better for me to come to America in advance and for Darcy to wait until the public opinion was more favorable to him."

"I returned to America, continued the publicity, was in communication with Darcy by letter and cable continuously, and finally succeeded in getting guarantees for Darcy of \$45,000 for three fights here. This information was cabled to Darcy and he accepted and asked me to send tickets. I cabled transportation twice, but on each occasion Darcy found it impossible to leave as he desired. In the meantime he wrote me that he was coming at the first possible moment and to get everything ready. When he did leave I thought he was coming to meet me, but when he arrived certain persons labelled me and did their best to poison Darcy against all fair-minded Americans. Darcy and myself never had a word in our lives; no disagreements of any kind, and I feel now that Darcy must realize the mistake he has made."

"Of course I went to no little expense in my promotion of the contemplated Darcy tour, but I am not worrying about that. I do know that when Darcy did arrive a deliberate attempt was planned and executed to keep Darcy and myself apart, and I have not spoken to him since he came. As far as I am concerned, I intend to help him in every way within my power, for he certainly is entitled to consideration as one of the marvels of the modern ring."

"The annual competition of the S. V. C. for the Barnes Cup takes place this month. The dates of the draw for the competition have not been notified to unit commanders. The Barnes Cup is a trophy that was presented to the Corps by Lieut.-Col. Barnes, the competition for which consists of a march and a shoot at the Rifle Range. The march

is approximately four miles, and a note has been added to this Corps competition stating that it should be as near active service conditions as possible, no running or doubling being permitted. This has always been a keenly contested competition, the trophy having been held by several different units. The present holders are the Artillery. Details follow:

"Each team will be awarded the average of its score on the range, i.e., its total points divided by the number of N.C.O.'s and men starting. To this will be added half a point for each complete minute less than the time taken by the slowest team, which will receive no points. Two points will be deducted from the total score of any team for each member who does not finish the competition."

"Dress Marching Order: Any member of a team parading improperly dressed will not be allowed to take part in the competition."

"Ammunition for teams will be issued by the Headquarters Staff previous to teams commanding the march."

"Teams will 'fall in' at Headquarters."

"The Commander of the team will be given sealed orders as to the route to be taken. As it is not possible for all teams to compete on the same day, numbers who have competed will be given the route taken as confidential. Members of other teams or units should not take any unfair advantage by endeavoring to discover the route."

"On arrival at the range, 1,000 yards platform, rifles will be loaded, care being taken that the safety catch is put to safe. Each team will represent a section of a firing line and will advance as if under fire to the 500 yards platform. At this point fire will be opened at any targets which may appear. As soon as the targets are lowered the advance will continue towards the Butts."

"The final order to cease fire will be given by the Superintending Officer."

"Scoring on targets special for competition."

### Racing Notes

Entries for the Spring Race Meeting closed at five o'clock yesterday afternoon and the promise held out is for very open and very good racing. In the first place, of the 132 ponies entered, no less than 80 are new to the Shanghai race course; also there are three additional races over last Spring.

The course yesterday morning was fast but owing to its being also hard the owners were timid and permitted no effort to extend the ponies. Time as a general thing therefore was not good. The owners realizing that the meeting is still five weeks off feel that there is plenty of time to work their stables into good condition without putting them through a grueling pace at this time.

The wise birds already are beginning to chirp about the favorites for the classic Spring events. The Morris, John Peel, Toeg and Speelman and Ezra stables are getting most of the mention.

The Derby favorites—it is yet early of course—seem to be Valleyfield, Bramapootra, Harlequin and Gladiator, while the dark horse—probably one of the best, too—is Gray Goose, whose owner on Wednesday last put up a fine bluff on the clockers and bookies. Following is a list of the races and the number of ponies entered in each:

First Day—Monday, May 7th

- I.—The Paper Hunters' Cup, (19).
- II.—The Criterion Stakes, (26).
- III.—The Griffins' Plate, (41).
- IV.—The Cathay Cup, (25).
- V.—The Pou-Ma-Ting Cup, (44).

VI.—The Hart Legacy Cup, (27).

VII.—The Jockey Cup, (20).

VIII.—The Kiangsu Cup, (20).

IX.—The Eclipse Stakes, (42).

X.—The Chihli Cup, (15).

XI.—The Hongkong Plate, (41).

Second Day—Tuesday, May 8th

I.—The Chu-Ka-Za Cup, (38).

II.—The Mongolian Plate, (14).

III.—The Shanghai Derby, (41).

IV.—The Race Club Cup, (19).

V.—The Siccawei Cup, (27).

VI.—The Grand Stand Stakes, (44).

VII.—The Peking Stakes, (18).

VIII.—The Manchu Stakes, (22).

IX.—The Spring Cup, (40).

X.—The Scurvy Stakes, (46).

XI.—The Tientsin Plate, (45).

Third Day—Wednesday, May 9th

I.—The Great Northern Plate, (29).

II.—The Rubicon Plate, (45).

III.—The Pari-mutuel Stakes, (32).

IV.—The Racing Stakes, (43).

V.—The Yangtze Cup, (25).

VI.—The Consolation Cup, (42).

VII.—Paper Hunters' Handicap, (20).

VIII.—The Manchu Stakes, (48).

IX.—The Champion Sweepstakes.

X.—The Hankow Plate, (44).

XI.—Nil Desperandum Cup, (47).

The Off Day

Grand National Steeplechase, (18).

The Spring Handicap, (45).

The Griffins' Handicap, (41).

## TROPICAL

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2 Colours, Red or Black

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May be used to make an entire new roof, which will outwear any other. Makes an everlasting waterproof damp-course for walls.

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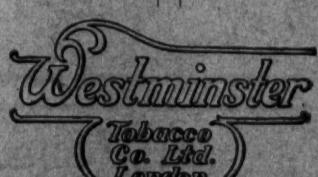
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THE CHINA PRESS, SUNDAY, APRIL FIRST, 1917

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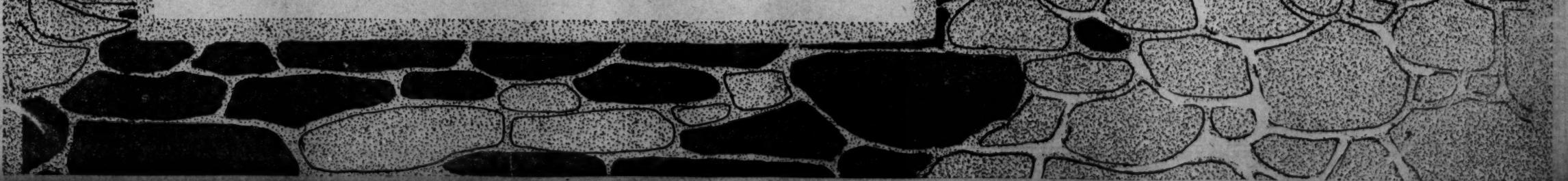
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# H. S. Honigsberg & Co.

The Pioneer Automobile Dealers and Garage Proprietors of Shanghai  
beg to announce

that Mr. H. S. Honigsberg will arrive tomorrow by the s.s. "Empress of Asia." He has taken up the agency for, and is bringing with him a good stock of

## BUICK CARS

1917 MODEL, TWO-SEATERS AND TOURING CARS, 4 and 6 CYLINDERS

These new cars will undoubtedly find a ready sale in Shanghai, and judging by telegraphic advice received from Mr. Honigsberg, it will no doubt be of advantage to prospective buyers if they will call at the Garage with the least possible delay. A TECHNICAL ADVISER FROM THE BUICK FACTORY is now in Shanghai, and may be consulted by interested parties.

MR. HONIGSBERG WILL CONTINUE, AS BEFORE, THE AGENCY FOR

## STUDEBAKER CARS

which, owing to their excellence of construction, have proved such popular favorites for many years past.

H. S. HONIGSBERG & CO.

guarantee absolute efficiency in connection with their

### BUICK & STUDEBAKER SERVICE

### A Complete Line of Automobile Accessories

of all descriptions is kept in stock. This will be further supplemented on Mr. Honigsberg's return as he has made a complete study of the automobile industry and motorists' requirements during his stay in America.

Call in and see our Warner Lenses for Headlights. Absolutely the latest.

## H. S. HONIGSBERG & COMPANY

40, Bubbling Well Road

Telephone West 1234

## What Our Advertisers Have To Offer

Motorists who are in need of a new car; individuals who are thinking of "going in" for motorizing; car-owners who need, or will need, tires, gasoline, etc.; and any of the general public who in any shape or form— even if only as "joy-riders"—are interested in automobiles, will do well to study with care every page of this, the 1917 issue of the annual Automobile Number of THE CHINA PRESS.

There is a choice of many different makes of automobiles, including Cadillacs, Chandlers, Chevrolets, Buicks, Dodges, Fords, Hudson Super-Sixes, Hupmobiles, Kings, Maxwellas, Overlands, Scripps-Booth and Studebakers; of several different kinds of tires—Congress, Dunlop, Pilk, Michelin and Goodrich; and in the sundry advertisements is will be found much of interest. For instance, Shell motor spirit and Socooy lubricating oils and motor spirit; Triumph and Indian motor-cycles; Chase, Federal and Hudson motor-trucks; Archimedes and Scripps motor-boat engines; C.A.V. Fittings, Excess Insurance Co. and Java Sea and Fire Insurance Co., and the striking announcement of the Auto Castle.

Much of the advertising has been inserted by the following well-known automobile dealers and garage proprietors—Central Garage Co., Ltd., the Eastern Garage, H. S. Honigsberg and Co., Shanghai Horse-Paz and Motor Co., Ltd., Markt and Co. (Shanghai), Ltd., and the Star Garage Co.

While the war is mainly responsible for the fact that practically all the cars imported into Shanghai are of American manufacture, yet even in pre-war days, there were but very few British, French and other makes of car imported. While much of the popularity of the American car is due to excellence of design and finish, cheapness of upkeep and running expense, coupled with low cost, yet it is rather a significant fact that cars made in the United States of America are practically the only ones advertised in Shanghai.

In this connection, it should be remembered that THE CHINA PRESS was the originator of specialized automobile advertising in Shanghai, and the automobile section is one

dashes along its rocky bed thirty or forty feet below, on the other side the mountain rises abruptly. Then suddenly the road ends at the base of a cliff. From there on it is only a trail.

The Servians went as far as they could by motor then they pulled the throttles open wide, headed the cars toward the river and jumped out. One by one the cars shot over the steep bank and dashed down onto the boulders in the river bed below. About half of them took fire when they fell; the others were broken and crushed out of all resemblance to themselves. I came along this road with the Bulgarians some two weeks later. For a distance of three miles along this river we found the charred and broken wrecks strewn among the rocks. In some places there were three or four cars in a heap and burned together, others here and there alone. It forcibly reminded me of dead on a battlefield. Just as we find men in every attitude in death so we find the cars lying on back, side or face. Some seemed to have met their end with merciful suddenness, others expired more slowly. A Ford, with ambulance body, seemed in some way to have survived its fifty-foot fall and had enough power left to crawl on its two broken wheels to a sheltered position besides a large tree before its engine died. It could not possibly have fallen direct into the position it occupied.

All makes were there: French, German, English and American. The German cars seemed to have been best beloved by their owners for I found most of them at the last end of the road as though they and their masters were loath to part. Nearly all the American cars were of our lighter types—Maxwells, Studebakers, a Hudson and many Fords are a few that I remember.

When I passed by the Bulgarian mechanics were examining the wrecks and of those which could not be saved to see if there were any spare parts which could be used. On many the tires were in good condition for most of the cars fell on sand or back. Some tires I saw had apparently been chopped in an axe by the owner before he sent the car over the brink. As I came back the next day I saw them dragging out a fine French limousine with block and tackle and ten yoke of oxen. The wheels were mashed flat but the body was in fine condition except for broken windows. They put heavy sheep runners under the body and with oxen towed it forty-five miles to the nearest railroad.

The driver of my car, a Bulgarian, was very much on the 'ob, or while I was taking pictures and examining the wrecks he provided himself with a spare wheel complete, two sets of tools and about a hundred rounds of extra rims for he had found a wreck of the same make as his own.

## U.S.A. TO PRODUCE 2<sup>1</sup>/<sub>2</sub> MILLION CARS IN 1917

### There Are Favorable Markets For Motor-Car Salesman As Yet Untilled

In spite of the rapidly increasing rate of motor-car production, there is no reason to doubt that the tremendous output of our automobile manufacturers will be easily absorbed by our buying public for some years to come, says the January issue of Motor.

In presenting a convincing analysis of the conditions that lead to this conclusion, it is necessary to consider three distinct factors, namely, the number of motor cars now in use, the probable course of production and the size and condition of the buying public which must be looked to in the matter of absorbing the output of cars.

In regard to the first factor, we know that there will be 3,300,000 motor cars in the use at the end of 1916. Our second factor has been determined by continuing a curve based on the known production figures for the last five years to cover the 1917 season. On this basis we find that production for the coming year will reach the astonishing total of 2,500,000 motor vehicles. While this figure is probably excessive, it is confirmed by estimates of the larger manufacturers, which appeared in our September issue, showing an intended output of more than 2,000,000 cars. In this article we shall use the 2,500,000 estimate with the knowledge that it errs on the side of generosity. Our final factor, that of the buying public, is based on statistics gathered in connection with the collection of the income tax, by which it is shown that there are 11,300,000 persons in the United States able to support motor cars.

These governmental figures show that there are in the United States 11,330,000 persons with incomes of \$800 per annum or more. It might seem that an individual with no more than \$800 a year would scarcely be a prospect for the purchase of a motor car, no matter how humble the type. As a matter of fact, however, in the class listed as having incomes ranging from \$800 to \$2,000, are found the majority of the country's farmers. The farmer's cash income, of course, represents only a small part of his actual revenue, since in the latter must be included his living, which he gets mainly from the ground, and his housing, which is part of his plant.

Therefore the farmer with a cash income of \$800 per annum is a more favorable prospect for the purchase of a small car than is the urban dweller with \$2,000 per year, out of

which he must pay all his living expenses. It is this condition which makes the \$800 to \$1,000 class prolific in potential automobile buyers. Our estimate places the 1917 sales in this class at \$20,000—ten per cent of the whole.

### Who Buy The Cars

When we come to analyze our income figures we find that the largest class is that included between the \$1,000 and \$1,999 limits. This we may term the great middle class and recent years of prosperity have added enormously to its numbers, until our estimate of 5,000,000 persons included in it is entirely conservative. Granting that our estimate for 1917 production is accurate, it will be necessary to dispose of 1,250,000 cars among these 5,000,000 persons. In other words, twenty-five per cent of this middle class must be sold next year.

The favorable condition here is that comparatively little attention has hitherto been paid to this innocuously comfortable middle class. By concentrating their efforts here, the sales managers will be able to place the necessary quota of cars without difficulty.

In the next classification are listed persons with incomes ranging from \$2,000 to \$2,999, the class just below the income tax minimum. In this category we have 1,500,000 persons and the 1917 sales must include one-third of them. This class already has purchased heavily in motor cars, as is evidenced by the fact that two-thirds of the cars in use are owned by persons economically below the income tax level. There is still a fertile field held here for the sales department even in the way of replacements, and the necessary 500,000 cars undoubtedly will be absorbed.

Getting into the class with incomes ranging from \$3,000 to \$4,999 we find no fewer than 900,000 individuals. Theoretically, this class has been completely sold on motor cars. But accepting the ordinary estimate of four years as the life of a modern motor vehicle, we find that renewals of wastage in this \$900,000 class will amount to 225,000 vehicles, while its sales allotment as shown on our chart is only 270,000. There is no question of the ability of this prosperous class to absorb its full quota of cars and something more.

Our next income division includes persons rated at from \$5,000 to \$9,999, in which are listed 420,000 persons who will certainly be abundantly able to care for 147,000 vehicles. The final classification comprises the cohorts of plutocracy with incomes of \$10,000 or more per annum. The 150,000 persons in this class will easily account for 60,000 motor vehicles. Indeed, it is extremely probable that individuals of this class will purchase nearly half

this number of motor trucks for use in their commercial activities.

### Live Prospects 7,000,000

Taking our 11,300,000 potential motor car buyers and subtracting from them the 3,000,000 persons who will own cars at the end of 1916, we arrive at the impressive figure of 8,000,000 as the number of prospects which the sales department of the motor industry has to work on for 1917. Then, even if the manufacturers live up to our 1917 production estimate of 2,500,000, there will still be 5,500,000 unsold live prospects for the 1918 season. But we must not forget the renewals amounting to one-quarter the total each year. By 1918 nearly 1,500,000 vehicles per annum will be placed on the retired list, which automatically creates just that number of live prospects, raising our 5,500,000 estimate to 7,000,000.

Obviously a time will come to the motor car industry, as it does to every manufacturing business, when the country will have absorbed a maximum of its products. When this time comes the industry will have to confine itself to supplying the deficits caused by the scrapping of old cars, plus the natural growth of the market through population increases. If we place the saturation point at the reasonable figure of 10,000,000 cars and calculate four years as the life of a vehicle, the motor car industry will be obliged to supply 2,500,000 cars each year (the presumably too generous estimate for next year's production) to meet the inevitable wastage and maintain the normal allotment of the country. In other words, the saturation point of the American motor car buying public is so high that, even when it is reached, the question of the inevitable renewals will leave the motor car industry in the first group of manufacturing interests. All of which is a powerful antidote to the casual pessimism that is frequently heard from the unthinking or rather the ignorant.

### Motor-Cars V. Horses

While this classification of persons by income furnishes the most satisfactory basis for analyzing the sales possibilities of the future in the motor vehicle field, there are many other tabulations which throw interesting side lights on the situation. For instance, there is the authoritative estimate of the Wall Street Journal that this country still has \$5,000,000,000 invested in horses and horse-drawn vehicles. The value of the 1915 production of motor vehicles is estimated at much less than \$1,000,000,000. Here then is a tremendous utilitarian field open to the manufacturers of the more efficient motor vehicles in displacing this vast amount of animal traction equipment.

While the amount of money spent

on motor cars each year undoubtedly makes an impressive total, nevertheless the ability of a country whose total wealth is estimated at \$187,000,000,000 to absorb per annum \$1,000,000,000 worth of a partially utilitarian vehicle cannot be questioned. Our saving bank deposits of \$5,000,000,000 confirm this opinion. Moreover, there are other products less essentially useful than the motor car, on which we are spending even more money. Our national liquor bill is flirting consistently with the \$2,000,000,000 per annum mark. Few people will be found to affirm that this expenditure begets any worthy return to the community, while the money spent on motor cars certainly pays dividends of health, happiness and added efficiency to the national life.

### Farmers as Customers

We have noted above that the farmer listed as having an income of \$800 or so is really entitled to a higher place in the economic rating. There are by government estimates 6,000,000 farms in this country and the annual value of farm products runs to more than \$8,000,000,000, or more than \$1,000 in cash for each agricultural capitalist, which latter is the farmer's actual position, however he may deride the term as applied to himself. No matter if the farmers of America already owned half the cars in use, there is still a fertile field to work on in this class and one that could very nearly absorb the entire motor car production for the coming year.

Another sign that indicates a still distant saturation point for motor car absorption is the uneven distribution that exists. In many instances this is due to logical causes, which tend to prevent one section of the country buying as many cars as other districts. For instance, the large impoverished negro population of the south keeps down the pro rata allotment of cars in that territory. But no such condition operates to make the motor registration of St. Louis 14,579, while Cleveland, a smaller city and one enjoying no greater prosperity, has 23,986 motor vehicles. Nor is there any good reason why Baltimore, an extremely wealthy and prosperous city, should have but 8,209 cars, while Buffalo, a smaller place, has 15,673 motor vehicles. Detroit, a place of fewer than 500,000 people, has 30,949 cars in use, while New York, a city ten times as large, has only some 80,000 motor vehicles. Anomalies of this kind might be quoted almost indefinitely if space permitted, proving conclusively that there are favorable markets for the motor car salesman as yet practically untapped.

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## We Don't Know When We're Well Off

"This country," growled the American pessimist, "as far as motoring is concerned, is the last limit. To begin with they soak car owners with license fees and special taxes that are enough to make a man sell his automobile and buy a donkey cart. Then they load us down with a lot of ridiculous laws that no sensible nation would tolerate for a minute and if in spite of all these adverse conditions a man does buy a car, there aren't enough decent roads in the whole blamed country to make motoring worth while anyway."

"If, as philosophers tell us, all things are comparative, our genial pessimist is wrong. He has allowed the state of his liver to blunt the edge of his discrimination. He has failed to compare motoring conditions in America with those obtaining in other countries."

As a matter of fact, the motorists of America are singularly fortunate in the status of their sport. The imposts which they are compelled to pay on their motor vehicles and for the right to operate them, are notably less than those existing in any foreign country. The restrictions placed upon the free circulation of cars are fewer and the mileage of good roads is greater than is offered by any other land. The motorist from abroad visiting America with his car, will consider the symbolic significance of the welcome extended by Bartholdi's gracious lady of Liberty, mightily bathed in radiance for the delight of those who come and go in New York harbor, as being especially applicable to motoring in all its aspects. Why then is there an undercurrent of complaint among American motorists; a feeling that they are rather hardly treated and—that something ought to be done about it? Simply because we don't know our luck.

The American motorist who lives in Vermont, the state which mules its car owners in the highest amount, protests to high heaven because he has to pay an average license fee of somewhat less than \$20 per annum. Suppose our gentle Green Mountainites were suddenly transported to the British Isles and found that the yearly impost on his car amounted to something between \$100 and \$200? Would he escape apoplexy? We fear not, but if he did, how he would long to get back again to the gravel roads of dear old Vermont. The motor taxes in Great Britain always have been heavy and since the war they have nearly doubled. The British motorist who now operates a light car coming under the sixteen horsepower classification, has to pay an annual tax of \$21.

while the man with a big car, one having an engine developing sixty or greater horsepower, is called upon to pay into the public treasury a sum equal to \$210 per annum. When we have had a chance to digest these figures and draw the obvious comparisons, we begin to realize that we are not so handily treated after all.

In America we are rather inclined to complain about the high price of gasoline and the increased cost of motoring generally. We anathematise the garageman as we pay him a modest twenty-two or twenty-four cents per gallon for as much gasoline as we desire to buy.

Consider the case of the British or French motor car owner at the present time. To begin with, said Briton or Frank must file an application with a duly constituted government board, making humble prayer to be allowed to purchase what he considers the absolute minimum of gasoline that will meet his actual needs. After a wait of anywhere from three to six weeks he will receive a permit graciously granting him the right to buy about one-third the amount of motor fuel that he considered his minimum. Indeed, the motorist is not always so lucky. One of the British magazines chronicles a case where a motorist requested forty gallons of gasoline per month and after waiting six weeks for his permit found that the amount allotted to him was just four gallons.

Moreover, even after the French or British motor car owner is duly licensed to buy a certain amount of gasoline each month, his pocketbook must be well lined if he is to make any very extended investment. The best grade of gasoline today costs seventy cents per gallon in Great Britain and somewhat more in France, while practically none of this first cut is available for the private motorist, who must content himself with the second and third grades.

As a matter of fact, motoring for pleasure in both France and Britain has almost entirely ceased. The government authorities frown upon it, the man in the street makes vituperative expression of his feeling on the subject and most of the private motor vehicles are in government service anyway. The British Licensing board is now refusing permits for the purchase of gasoline, unless the motor vehicle is used in a utilitarian capacity. The wheels of commerce must not be stopped, but private enjoyment must be abrogated during the period of the war. Now, brother, aren't you glad you're an American?

Again the free operation of motor cars is necessarily so interrupted in both Britain and France, that there would be very little pleasure in motoring, even if it were feasible. Particularly in France one must be

equipped with safe conducts, permits and other documents almost without end. All of these bits of necessary red tape must be shown and examined and vized in every municipality passed through, so that a motor trip resolves itself into an endless succession of interviews with mayors and with military officers.

In Germany private motoring ceased early in the war. Every drop of the precious motor fuel, which had to be produced in the laboratories of the country, must be husbanded for the use of the military motors, which were so vital to the efficiency of the Teutonic armies. Even the taxicabs of Berlin have had to go into retirement until the dawn of better days. An exception was made in the case of the motor cars of royalty.

We complain often about the multiplicity of our motor laws, state and municipal, but our troubles in comparison with those existing in some countries fade into insignificance. Consider the case of Switzerland, one of the scenic wonders of the world, whose appeal to motorists ought to be the most potent of all. The various Swiss cantons have the same divergence of opinion as to the regulation of motor traffic that we complain of in our states, only more so. Many of Switzerland's finest roads are closed to motor traffic. On others, motor cars are allowed to operate but three days a week. The attitude of the local governing bodies in Switzerland is decidedly hostile to motoring, while all our American commonwealths with two exceptions extend limited hospitality to visitors from other states. We're not so unlucky when we come to delve into the facts.

But adverse conditions are not at all confined to Europe and generated by the war. Take Australia, way down in the south seas. Australia gets most of her motor cars and equipment from the United States. If you were an Australian motorist and desired to purchase a new American car, a vehicle which costs say less than \$500, you would have to pay for it some \$1,250 of your hard-earned money. In other words, Australia has no low-priced car class as we understand the meaning of the term. Moreover, no matter how anxious you might be for a car, you would have a long wait after your order was placed before you actually gripped the wheel of your purchase. Transportation between the source of supply for things motoring and Australia has never been very good and since the war began it has been getting steadily worse. The Australian owner of an American car can only have a hard time getting the car for which he pays more than double its factory price, but if a major part breaks, the chances are that as a merely temporary condition, suppose we examine the American road system in all its undoubted weaknesses, in comparison with those of the principal touring grounds of Europe.

Austria-Hungary has a total of a worn out set.

In addition the unhappy Dutchmen have had the pleasure of seeing cargoes of motor cars and parts, for which they were eagerly waiting, sent to the bottom of the sea. So the present condition of the motorists and motor car dealers of Holland is scarcely to be envied. If some of our grumbliers were transported to the stout little kingdom of dykes and fens for a while, they might realize when they got back home just how lucky they are.

In the Scandinavian countries similar conditions prevail. Not long ago a Norwegian motorist bought himself a new car. This vehicle was a product of an American factory, complete in every particular, except

for the tires, which are not permitted to be shipped into neutral Europe with the cars. This worthy citizen of Norway trustingly purchased his car, hoping to get tires without much trouble. He combed every shop in Christiania unsuccessfully. Finally he came back to the dealer who had sold him the car and offered him \$500 for a set of tires that were being used on his demonstrator and which already had been run 1,500 miles. The dealer considered the offer and finally refused it on the ground that the tires were worth more to him on his demonstrator than the cash would be in his bank. We trust that the unfortunate owner of the new American car has gotten his tires by now, but we fear he is still waiting.

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Among the laws that are least popular with American motorists are those of certain states, which provide that every operator before being allowed to take his car on the public highways, must pass an examination, paying a fee of a dollar or so for the enforced privilege. The wickedness of mulcting us in his extra dollar or two, seems monstrous to us, after we have paid the extortionate annual fee of ten or fifteen dollars to begin with.

How would the American motorist feel, if he were suddenly transported to Brazil and were told that his annual license fee was \$60? The transports of rage of the "terrible tempered Mr. Bang" would probably seem like the cooling of doves compared with the state of mind of our hypothetical American motorist set down in Rio Janeiro. But what shall we say of his condition when he finds further that he must go down to the city hall and have a duly constituted official examine his motor in order to certify that it is in efficient mechanical condition, so that no danger from its use will accrue to the worthy wayfarers of Rio. Grumbling at the useless bother, our ex-patriate car owner descends on the city hall and in the fulness of time a gorgeously arrayed official condescends to make the required examination. Lifting the hood, this minion of the law glances at the engine and with an august wave of his hand announces that it is mechanically fit to be operated on the fragmentary highway system of Brazil. So far so well, but picture our motorist when he learns that there is a fee charged for this little formality and that boldly stated in American currency it is \$25. We draw the yell over the painful denunciation—but aren't we lucky in America?

One of the commonest causes of complaint in American motorists is the matter of roads. How often do we hear the statement that "motoring for pleasure in America is impossible because we haven't any roads to drive over." I use my car in this country simply as a conveyance and every summer ship it abroad and get a couple of months of real pleasure over the roads of England, France, Germany and Austria. Of course, the exigencies of armed conflict have put a period on pleasure motoring in all European countries, but ignoring that as a merely temporary condition, suppose we examine the American road system in all its undoubted weaknesses, in comparison with those of the principal touring grounds of Europe. Austria-Hungary has a total of a worn out set.

Brothers of the steering wheel, we grumble at things as we find them in this great land of ours, and this is good, a healthy sign, for from our complaints will spring action to improve present conditions. Progress never grew from sluggish contentment. But in spite of our grumbling, let me raise our luck. The American motorist is infinitely more fortunate than his brother in any other land under the seven heavens. His taxes are lighter, his movements are less restricted, he has a wider field for the exercise of his sport and the future is rosy with promise. Ours is all the luck.

## HONIGSBERG RETURNS WITH BUICK SHIPMENT

Popular Garage Proprietor Due By Empress Tomorrow From U. S. A.

Mr. H. S. Honigsberg, of the well-known Honigsberg Garage, who has been paying a business visit to America, is expected to reach Shanghai tomorrow by the Empress mail.

During his stay in America, Mr. Honigsberg has made a complete study of the very latest conditions of the automobile industry, and on his return, friends and customers will benefit very largely as a result of these observations.

Just before his departure for America, Mr. Honigsberg was appointed agent for the Buick car. It will be good news to many to learn that Mr. Honigsberg is bringing back with him, on the same steamer, a good stock of the 1917 model, including two-seaters and touring-cars, both four and six cylinders. These will be landed as rapidly as possible, and specimen cars will be on view at the spacious garage premises.

The new models will undoubtedly find a large and ready sale in Shanghai, and in order that prospective purchasers may not be disappointed, Mr. Honigsberg cables that they should call at the garage with the least possible delay. A technical adviser from the Buick factory is now in Shanghai, and may be consulted, by appointment, by interested parties.

Although Mr. Honigsberg has accepted the agency for the Buick car, he will continue the agency for the famous Studebaker car—that car which he introduced and has made so popular in Shanghai—as before.

In conclusion, it should be stated that absolute efficiency in connection with the Buick and Studebaker services are guaranteed by Messrs. H. S. Honigsberg and Co., who are the pioneer automobile dealers and garage proprietors of this great and growing city.

## GOODRICH TYRES

## SAFETY TREAD

The Goodrich Safety Tread, with its resilient, road-gripping fingers of superfine rubber, is the surest prevention of the skid yet invented. These fingers of live rubber penetrate surface grease, and grip the road-bed with a certainty that adds immeasurably to the joy of motoring.

Furthermore, the Goodrich Safety Tread misses most things on the road that puncture, and gives you greater mileage than you ever had before.

These are FACTS. Motorists by thousands have proved them—are proving them at this moment—on every kind of road imaginable. Seated at the wheel, on a greasy road, you yourself will realize how the Safety Tread holds the road.

Obtainable at all Garages, or from the Distributors:

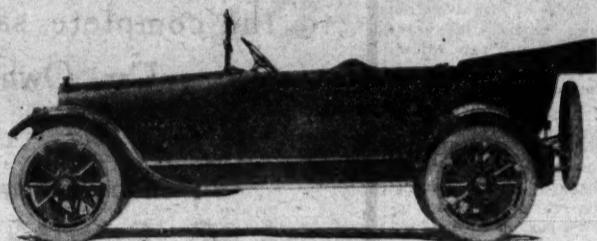
The Central Garage Co., Ltd.

2a Jinkee Road, Shanghai.

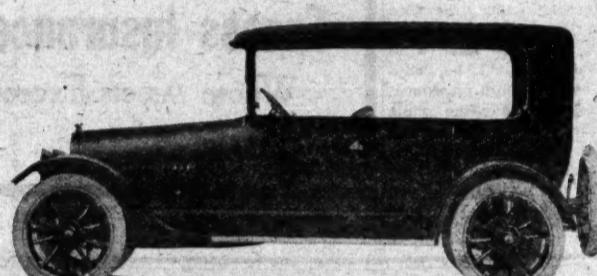
Telephone No. 2661

## Are You Proud Of Your Car, Sir?

Shanghai has outlived the day when merely to own a car, no matter of how antiquated a pattern, was an indication of substance and position. Nowadays, there are many hundreds of cars to be seen in the streets, and discriminating motorists insist on only having cars that conform to be latest standards of elegance, comfort and power, coupled with economy in upkeep and running expense.



SEVEN-PASSENGER TOURING CAR



CHANDLER SIX, WITH CONVERTIBLE SEDAN BODY

### THE 1917 CHANDLER-SIX

exhibits all the latest features in automobile construction, and although comparatively a newcomer to Shanghai, it has rapidly gained popular favour.

**The Body** is supreme in quality, design and finish

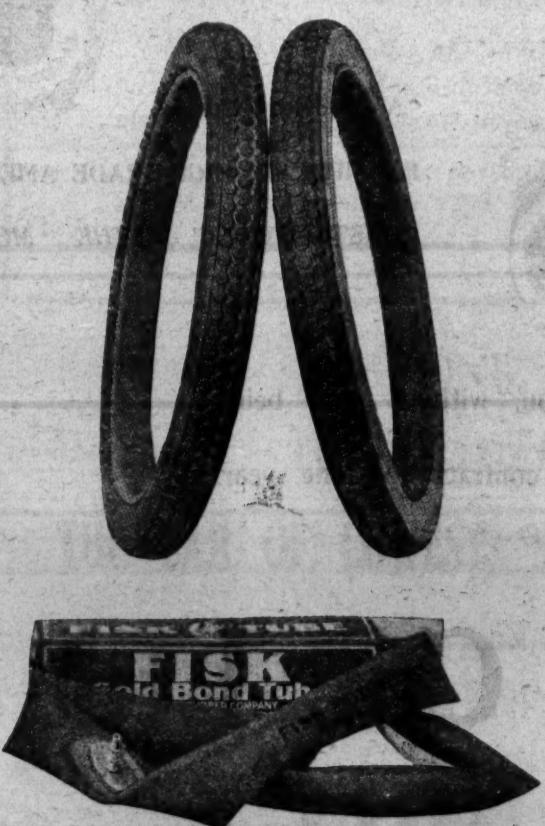
**The Motor** is the marvellous Chandler motor

**The Power** is ample to take you anywhere

The Best Six-Cylinder Car in the World, Regardless of Price

## ARE YOU PROUD OF YOUR TYRES, SIR?

Just as a man desires to possess the last word in automobiles, so far as elegance, comfort and power are concerned, so must he desire to have tyres on his car, which are not only handsome and stylish, but which give him most miles for dollars spent.



Such a tyre is the  
**FISK RED-TOP NON-SKID TYRE**

It is the smartest, most attractive, and efficient tyre ever made.

The novelty and tone of completeness afforded by the red non-skid tread and white side-wall please every car-owner who takes pride in his equipment.

The red top is proof against skidding and side-slipping, and the heavy tough tread makes for liberal mileage and endurance.



Trade Mark  
Reg. U. S. Pat. Off.  
Time to Re-tire?  
(Buy Fisk)

Let us equip your Car?

**THE STAR GARAGE CO.**, 125 Bubbling Well Road: Telephone West 197

## OPENS UP BIG NEW AREA TO MOTORING

Overland Roadster in Australia  
Responsible for Opening  
1,000 Miles Of Land

In Australia there is a single automobile, an American-made product, which is given the credit for opening up more territory to motoring than all of Ohio, Indiana and Illinois combined. It is an Overland Roadster purchased in 1913 by A. J. Cotton, one of Australia's leading pastoralists.

Mr. Cotton is a large holder of land in the Northern Territory hundreds of miles from a railway, and he bought the car simply as an experiment in an effort to personally look after his holdings. His objective point was Boorooloola station, on the MacArthur River. As soon as the car was delivered to him, he shipped it to Longneck, the terminus of Queensland's Central Railway. Then he drove 600 miles to Cloncurry, the terminus of the Northern Railway line. Leaving Cloncurry, he headed west for Camooweal, and from the latter point northeast to Burketown, on the Gulf of Carpentaria. His arrival in Burketown is regarded by the natives of that district as an historical event, inasmuch as it marked the appearance of the first automobile ever seen in that locality.

From Burketown, Mr. Cotton commenced the final stage of his trip which took him 500 miles through country inhabited chiefly by wild blacks. Without any mechanical difficulty whatever, he eventually arrived at his destination, Boorooloola Station, 1,500 miles from the starting point.

Since this first trip in 1913, Mr. Cotton has used the same car for his annual journey to the Northern Territory and even now the staunch little roadster is at Boorooloola for the fourth time.

The satisfaction which the Overland product gave Mr. Cotton and the results of the successful venture are evidenced by the fact that during the last three years Mr. Cotton has purchased more than a dozen Overland cars and two delivery wagons. Overland dealers have been established in Cloncurry, Camooweal and Burketown; a Willys delivery wagon is on the mail run from Cloncurry to Camooweal, and sales of Overland and Willys-Knight cars are reported at points as far distant as Port Darwin, N. T.

Furthermore, the performance of the Overland roadster has indirectly opened up territory more than a thousand miles square to motor transport.

## Engine Troubles And Causes

The following suggestions may be of assistance in time of trouble to motor car and motor boat operators, says a little book issued by the Standard Oil Co. of New York:

### Irregular Action of Engine

1. Insulation on wires broken.
2. Carburetor improperly adjusted, mixture poor.
3. Spark Plug cracked.
4. Connections defective.
5. Gasoline feed partly stopped.
6. Water in oil case, or moisture on ignition plugs.
7. Contact in timer poor.
8. Spark Collim improperly adjusted.
9. Damaged or loose terminals on coil.

### Sudden Stoppage of Engine

1. Spark Plug broken.
2. No gasoline supply.
3. Electric circuit disconnected.
4. Wires broken.
5. Spark coil trembler stuck.
6. Terminal loose.
7. Trouble at timer.

### Inability to Start Engine

1. Gears broken or jammed.
2. Poor gas mixture.
3. Improper ignition.
4. Gasoline contains moisture.
5. Cylinders dry.
6. Gasoline supply shut off.
7. Water in cylinders—if water jacket leaks.
8. Battery Plug out of position.
9. Battery switch open.
10. Compression poor.
11. Spark plug cracked or needs cleaning.
12. Inlet valve stuck.

### Engine Makes Hissing Sound

1. Compression tap open.
2. Spark Plug broken.
3. Exhaust pipe cracked
4. Exhaust pipe and silencer loosely connected.

### Crank Case Heated & Engine Weak

1. Piston head cracked.

2. Piston rings may be broken or worn, causing leak of burned gas.

### Gradual Stopping of Engine With Misfiring

1. Carburetor should be cleaned at jet.
2. No gasoline supply.
3. Gasoline valve shut off.
4. Carbon on spark plugs from poor or over-lubrication.

### Regular But Weak Explosion

### Exhaust Pipe Becoming Over-Heated

1. Use of low gear for too long a time.
2. Exhaust throttled.
3. Muffler clogged.
4. Spark retarded.
5. Inlet valve has weak spring.
6. Coil vibrator needs adjusting.
7. Cleaning of platinum contacts may be needed.
8. Loose plugs or valves may produce poor compression.
9. Reduced lift in exhaust valve.

### Study Lubrication

In discussing parts of the present day car which need attention, but do not receive it, it is safe not even to mention the motor. The average owner knows as much about his motor as is necessary and because of this knowledge, all of his attention is devoted in this one part and the rest of the car is neglected.

The springs receive less attention, perhaps than any other part of the car, although this neglect is not one which may cause any serious results. Much of the pleasure of motoring is lost because of this lack of attention.

In caring for the springs, the frame of the car should be jacked up so that they bear no weight. The leaves should then be pried apart with a chisel or spring leaf spreader and a mixture of graphite and medium grease applied between them with a suitable instrument. An added nicely is a spring covering to hold the lubricant in and the moisture out.

Among cars being driven their second season, only those having had exceptional care are found to be free from bucking due to end play in the clutch or propeller shaft assembly. This is not a fault in construction, but is due to improper care. Instruction on lubrication of these parts is not necessary, as it is not lack of knowledge, but lack of attention which shortens their lives.

Loose hoods, body and wind shield noises and loose bolt rattles may develop and are sometimes hard to locate. They should be remedied at once, as the longer neglected the worse they become.

The preservation of the finish of a car is very important, but is often neglected. There are three main causes for the deterioration of the finish—first, thermal changes or the expansion and contraction of the

metal body from heat and cold, resulting in the cracking of the paint. To avoid this condition, be careful when washing the car of sudden changes in the temperature of the water and keep the car in a garage where an even temperature is maintained. Second, oxidation caused by lack of protection from the air. This may be prevented by using a good body polish which leaves a protective film over the car. Third, ammonia fumes, which destroy the vanish, leaving the dull paint without any lustre. Do not store a car in a barn where horses and cattle are being stabled.

Brakes, brake rods and equalizers also come in for their portion of neglect. These should be gone over weekly from the hands to the pedals, and oiled thoroughly.

Steering gears seem to develop play the second season, again neglect. The play is not usually found to be so much in the gear itself as in the tie rod, spindle, knuckle bushings or drag link bearings. If these parts had received their proper attention the first year this play would probably not have developed.

If the play, however, is found to be in the gear and not in any of the above parts the difficulty may be easily remedied, as nearly all gears are adjustable. There are three general types of gears, first, the bevel type, the adjustment of which is usually to be found just above the pinion bearing; second, the worm and wheel type, having two adjustments, one operating on the worm to eliminate an up and down motion, the other, an eccentric bushing which raises or lowers the steering arm. The third type of gear is the worm and nut type which has one adjustment on top of the housing, the tightening of which draws together a slotted portion of the casting. Steering gears are hard to lubricate because of the restricted movement of their parts. Because of this they should be kept packed tight with either light transmission grease or heavy graphite grease. If they are not kept of the worm will become dry, and if dry will wear, then, in after-tightening the gear will bind on the outer arc of its swing. All grease cups relative to steering assembly should be filled and emptied once a month or oftener.

In summing up, study the oiling chart furnished by the manufacturer of the car and follow oiling instructions and remember that an excess of oil will not do as much harm as a lack of oil. In other words always "play safe."

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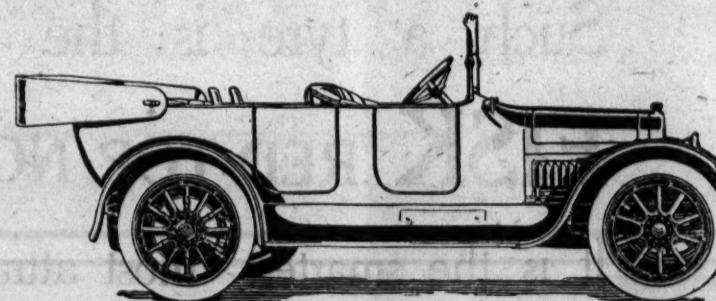
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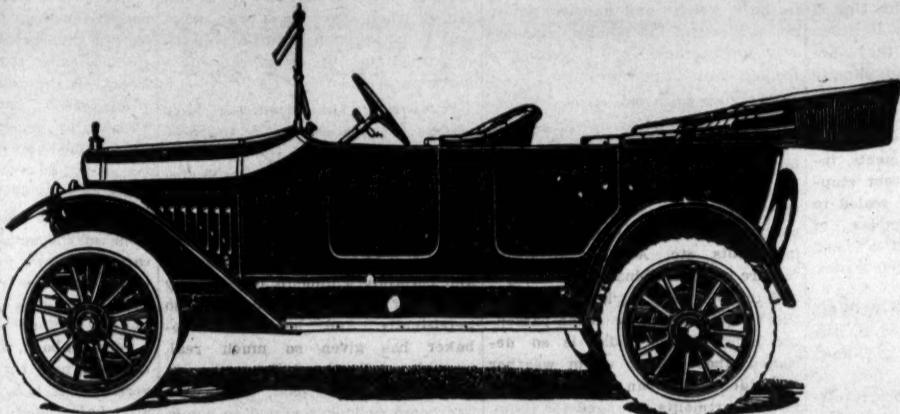
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*The man who buys a G. \$5,000 car is a wealthy man—inevitably. Such a one is not likely to criticize the tyre, petrol, and other bills too closely—so that presents no problem to the engineer.*

*Did it ever occur to you, too, that the G. \$5,000 car is called upon to withstand less ill-usage, while being treated to vastly better care, than is the low-priced car?*

*The low-priced car is very frequently driven by the owner himself, and the care it gets is such as he may have the skill or the time to devote to it, for one need not be a professional chauffeur or mechanical expert to drive and care for it.*

*Beyond the matter of petrol, oil and water, the low-priced car requires little attention. Its design reflects the utmost simplicity. Its motor is free from intricate mechanism.*

*Engineers who create a low-priced car anticipate the conditions that eventually exist pertaining to their product. They realize that their field is made up almost entirely of*



*every-day men and women, who live every-day lives, and who want an automobile for every-day use. Then they build a car to answer to this demand.*

*To the buyer of a low-priced car, the item of maintenance is the one big consideration. "Design, with maintenance cost is your first consideration," said President Flanders to the Maxwell engineers when they began to design the car, "for the class of buyers who must consider the purse and, therefore the original cost of the car when buying, must consider still more carefully the maintenance or after-cost.*

*What is the problem set to an engineer, then? To design not only a car of ample power and in proportion to weight, of ample seating capacity and good riding qualities; and to sell it for a fraction of the price of the big car; not only these, but he must also solve the problems that the buyer will not solve for himself.*

*That is, he must anticipate the abuse to which it will unwittingly be subjected; must anticipate carelessness; and must make it so that it will practically lubricate itself, and be fool-proof in every other part.*

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out U. S. And 49 Other  
Countries

In October, 1914, after building for a number of years a line of popular and successful 4-cylinder automobiles, the King Motor Car Company announced an 8-cylinder car at a popular price, the second American car to have that type of engine. At present the manufacturers state that King 8-cylinder automobiles are widely used throughout the United States and in no less than 49 other countries, adding that they are giving satisfaction in every climate and over all kinds of roads. During the past year stock cars of the King 8-cylinder model were credited with many remarkable achievements, including 10,850 miles without stopping the motor, 987 miles sealed in high gear, and the climbing of Mount Wilson on the Pacific Coast, over tortuous roads and steep grades, with high gear sealed.

The motors now used on all King cars are especially designed by the manufacturer, and are of the L-head V-type. The continuous flow of overlapping power pulsations resulting from the use of eight cylinders gives this engine a flexibility which, the makers state, practically does away with gear shifting, and affords a number of other advantages which are fully explained in the catalogues and circulars describing these cars.

The King line for 1917 comprises four models—or rather one model (EE) having the same specifications as to chassis, wheel base, motor, and general equipment, but supplied in four different body styles. Three of these are offered for export at the same price, namely, the seven-passenger touring car, the King "Foursome," and the three-passenger roadster, while the seven-passenger Sedan retails at a price \$575 higher than the other three. The seven-passenger King touring car is designed to meet the requirements of a large family as regards carrying space, while the wheel base is only 120 inches. This reduced wheel base is made possible by the development of the 8-cylinder motor, which gives to the body of the car extra room formerly taken up by the

engine. It is generally recognised that for convenience in handling a car with short wheel base is superior to all others. The color of this model is phaeton green.

The three-passenger King roadster offers a body design that has many attractive features. There is a special compartment for carrying luggage or sport equipment that can be reached without disturbing the passengers or leaving the car. Another large compartment located in the deck affords carrying space for at least two suitcases, a blanket, a small cabinet and other smaller articles. This car is particularly desirable for traveling men, as it gives ample space for samples, while its light weight and unusual power make it useful for mining engineers and prospectors. It is painted a French gray.

The four-passenger King "Foursome" is notable for its long, low, rakish and racy appearance. Its body color is a deep maroon. There is a special carrying compartment in the rear of the tonneau seat for carrying golf sticks, hunting or fishing outfit, etc. Another attractive feature is the combination dome light and trouble lamp set in the back of the front seats. The seven-passenger King touring Sedan is so designed that during warm weather the side panels can be put away in compartments arranged for them, thus making it a regular touring car. This task requires less work than putting down an ordinary top. If a sudden storm comes up, or for general winter use, all the windows can be closed in a few moments without getting out of the car. This makes this model an ideal combination summer and winter car, and in upholstery and general equipment, the manufacturers state that it compares favorably with the more luxurious town cars and limousines. This model is offered in three colors: Beaver brown, deep maroon, and suburban blue.

Shanghai motorists will shortly have the opportunity of seeing the King Motor Car and the Brueell car demonstrated. Particulars will be announced later. Messrs. Arkell and Douglas, Inc., who are just establishing themselves in Shanghai, are the local agents.

The King 8-cylinder automobile is stated to be a most economical car for its power, and it is expected to do well in the China field.

## Improvements in Series 18 Studebakers

The interest displayed by the general public in the plans of automobile manufacturers relative to new models is a source of much wonder. Automobile news now vies for favor with the telegraph news and happenings of purely local interest. And one reason for this, perhaps, is because the public is more motor-wise than ever. A goodly portion of these readers of automobile announcements may not be immediately concerned in the purchase of a car, but their interest seems to indicate that the day is not far off when every man, with what may be considered a comfortable income, will be the possessor of a motor car.

Studebaker announcements have always been milestones in the progress of the industry, and each year has found the news of a new Studebaker filled with significance to the motor car buying public. This manufacturer's position in the automobile world is a rather unique one, and certainly a difficult one for any maker of fine cars to maintain so persistently. And because Studebaker has given so much real, tangible, dollar-for-dollar value in their cars, in the past, the public has come to look forward to something startling with each successive announcement.

When Studebaker brought out the Series 17 models for 1916, it proved that quantity production, scientific manufacturing methods, and a wealth of manufacturing experience could reduce prices and yet maintain high standards of quality. And now, in the Series 18 cars just announced, Studebaker once more startles the motoring public and lives up to all expectations.

### Fine Yet Produced

Because of the refinements and improvements in the Series 18 cars, resulting in smoother running, more comfort and greater convenience, these cars stand out pre-eminently as the leaders of all Studebaker models yet produced.

This new Studebaker is unchanged in basic design, yet the many improvements and refinements noticeable throughout make the new models infinitely better in every way. At first glance it is evident that exterior changes have been made in

the new Studebaker. The new models are finished in a gun-metal gray. A fine white stripe running around the top of body adds just the right decorative touch to the dignified beauty of this soft tone of gray. The radiator, fenders and apron are enameled in lustrous black. Twenty-five paint and varnish operations are required to finish a Studebaker car, but the strikingly original and exclusive effect secured goes far in substantiating the claim for a quality car.

Studebaker has adhered to its customary lines in this year's cars, simply improving them in some slight details that add to effect. Beauty is the dominant note of the whole design, and there is nothing about the general appearance of either the Four or the Six which is not in accordance with conservative ideals on body design.

**Unique Front Seats**  
One of the notable features of the cars is the new unique arrangement of the front seats. As in the Series 17 models, they are separate and built to conform with the contour of a person's back, but in the new cars the seat next to the driver's is reversible. It is a new and exclusive Studebaker idea, and it permits the passenger in front seat to become more intimately a member of the motoring party. Operating easily and simply upon a bracket arrangement, the passenger may face forward or face tonneau, as it suits his or her convenience. Both front seats are adjustable to meet the requirements of persons of different leg-lengths. A flexible leather robe strap, which fastens to the backs of the front seats, will be found both serviceable and convenient.

The tonneau is roomier than ever, because the auxiliary seats are now of an entirely new design, developed by Studebaker within the last year. Instead of folding back against the sides of the car, up against the back of the front seat, or down into a recess in the bottom of the floor, these new Studebaker auxiliary seats fold up and completely disappear under the rear seat when not in use. These new seats are now arm chairs, adding greatly to the comfort of the extra passengers. The new type of Blackmore Door Curtain Opener is

another innovation which will be appreciated in inclement weather. It represents an entirely new idea from a convenience standpoint, and by its use the storm curtains open with the doors from top to bottom. This patented feature does away with the necessity of crouching or sliding when alighting from the car, and prevents crushed hats and broken feathers.

Both the careless and the unfortunate motorist will find reason to enthuse over the new protection feature afforded in the new models. To protect the owner against theft and unauthorised use of his car, Studebaker this year adds a Yale pin-tumbler lock to the equipment on dash. Without its own proper key, to unlock ignition switch, the Studebaker cannot be operated.

### Two Cars in One

The new Studebaker Every-Weather Top will now remove one of the bugbears of winter motoring in touring cars. This convertible top, made exclusively for Studebaker, really gives you the use of two cars for the price of one. It is designed and fitted to the body so well that it becomes a part of it—there's no suggestion whatever of a makeshift or compromise. It adds not only to the pleasure of motoring, but to the utility and convenience of the automobile.

The same powerful Studebaker motor that brought fame to the Series 17 models has been retained in the new cars. It has been refined in detail, but no radical changes have been made. The principal feature, and one of deep concern to motorists, is the elimination of all noticeable vibration. This has been accomplished by using a piston of superior design and the lightening of certain reciprocating parts. The chassis frame is the same light construction which has characterised all Studebaker cars. Slight changes have been made in some of the chassis parts.

Improvements in the lubrication system not only give a positive feed under all conditions, but eliminate all lubrication troubles. The full floating, safety-insuring Studebaker rear axle, with a complete equipment of Timken bearings, remains the same in principle as heretofore, but this too has been greatly strengthened. A minor change in design of the Studebaker-Wagner electrical system has made it possible to increase the

starting energy about 12 per cent, giving it ample power to crank even the big six-cylinder motor without effort.

In addition to the changes mentioned there has also been further improvements in the carburetion system which adds to the power of the engine and gives greater economy, rendering the adjustment of the entire carburetion system about as positive and permanent as the combined skill of Studebaker and Schebler engineers could make it. The Willard 100 Ampere hour storage battery has been retained in the new models.

Summing up the added comfort, luxury, improvements and greater conveniences, with a more handsome appearance than ever before, these Series 18 cars are sure to become even more popular than any of the distinguished previous models.

**Messrs. H. S. Honigsberg and Co.,** introduced this car into Shanghai a good many years ago, and there are now more Studebakers on the streets than any other make of automobile. A small shipment of the new model was rapidly disposed of.

## The Willys-Knight Car

Wherever you see the Willys-Knight Coupe or Limousine, whether it be on the open boulevard or in the crowded traffic of the city streets, you mark it instantly as a car of distinctive beauty. When you inspect it closely and note the inviting restfulness of the interior arrangement; when you sit back in the deep, soft cushions, you appreciate how really remarkable is its comfort. But it is not until you ride in the car that you realize, with ever-growing enthusiasm, the quietness, the power, the flexibility—the undeniable charm—of its Knight type sleeve-valve motor. Here, at last, you find that velvety smoothness of action which adds the final touch to closed car luxury.

This Knight type sleeve-valve motor is the type that is used in the leading European cars—the Daimler, Panhard, Mercedes, Minerva and a score of others. These are the cars that are owned by the crowned heads and royalty of Europe—the immensely wealthy of all countries—people who demand, and get, the best the world affords.

The Willys-Knight Coupe is a

beautiful car—so pleasing in its proportions, so satisfying in its lines and finish, that it asks no odds of any car at any price. You will find the interior nothing short of luxurious—in appearance, in convenience of arrangement, and in riding comfort. There is ample seating space for four people, without crowding. The car is upholstered and trimmed throughout in rich gray Bedford cord cloth, with a thick gray carpet over the floor. Silks curtains, black and white striped to harmonize with the interior trimming, are provided for the windows. A dome light shades its soft light into every corner. Snug-fitting doors and windows give warmth and protection in bad weather.

The Willys-Knight Limousine has everything that makes for your perfect enjoyment of a smart and luxurious closed car. Its beautiful body is richly finished and upholstered. The interior provides spacious accommodations for five people. The trimming is a soft gray Bedford cord cloth, with dainty silk curtains for the windows and a thick gray carpet over the floor. The appointments are convenient and in good taste. Two artistic corner lamps and a dome light brighten up the interior at night. There is a speaking tube, as well as toilet articles, card and cigar cases and match safe. Two sliding windows separate the front and rear compartments. Windows in the doors and rear may be lowered.

There is that lasting comfort about Willys-Knight closed cars that tells of roomy seats and deep, soft upholstery, well-shaped; of long underslung rear springs; of long wheelbase and large tires; and back of all these things, making each one more effective—the quiet, steady pull of the powerful sleeve-valve motor. It is this which takes the Willys-Knight Coupe and Limousine out of the class of merely comfortable cars and makes them luxurious cars to ride in.

And remember, the Willys-Knight motor is the efficiency equal of any of the Knight motored cars of Europe—the cars that cost from \$4,000 to \$8,000. It is only because the Willys-Overland factories build more cars in a single day than most foreign makers build in a year—only because of the vast purchasing and manufacturing economies which come from production on so huge a scale—that you can buy such cars as the Willys-Knight Coupe and Limousine at the Willys-Knight prices.

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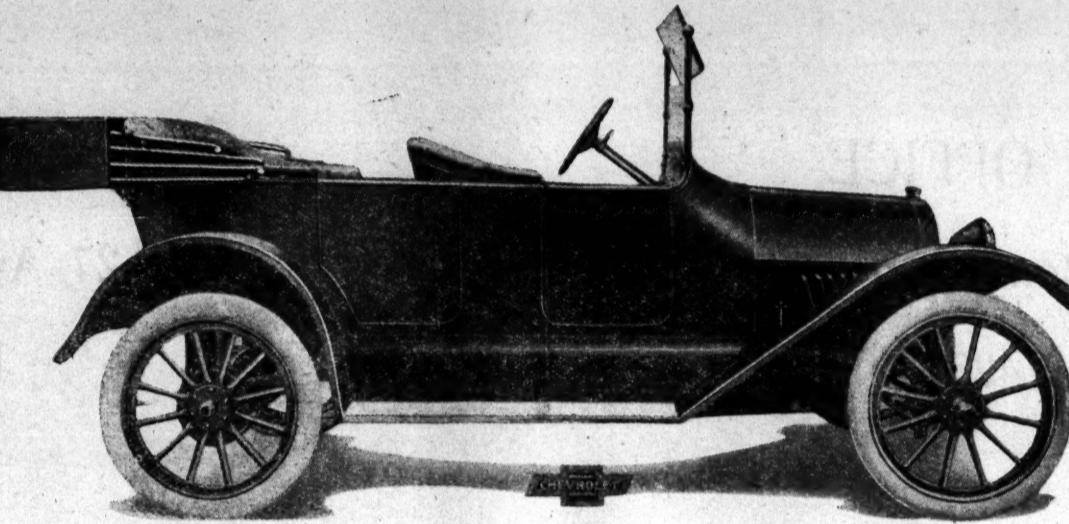
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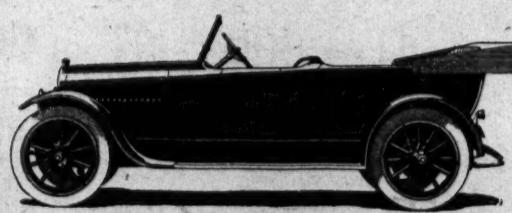
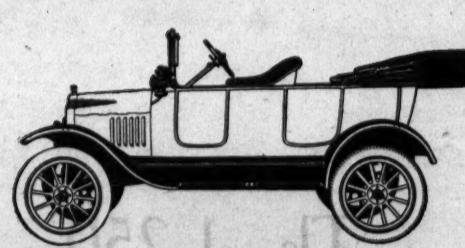
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## Resta, Aitken and 1916 Championship



Resta, King of the 'Speed Kings'

Dario Resta, the daring Italian driver, has been officially crowned "King of the Speed Kings" by the Automobile Association of America. As a result of this honor, Resta will receive \$7,000 in cash prizes and a trophy for the driver having the largest number of points for the season of 1916.

The contest for the A. A. championship closed with the running of the 150-mile race at the Ascot Speedway, Los Angeles, Cal. Resta, with his total of 4,100 points, has a lead of 660 points over Aitken, his nearest rival.

Rickenbacher was third in the race for the championship on points, having a score of 2,910. Fifteen races figured in the championship, and the number of points awarded was governed by the length and number and character of the entries.

This is the story of a new reigning dynasty in the world of speed, of a monarch who can sign himself "Dario, the I," and of a man who would be king.

If the story serves to add further testimony to the mastery of Dario Resta, the all-conquering Anglo-Italian, who on the night of February 1, at Chicago, was crowned speed champion of the American Automobile Association for 1916 and invested with the Bosch trophy and \$7,000 in prize money at a banquet given in his honor under the auspices of the Chicago Automobile Club, it also should pay tribute to the skill, the daring, the persistence of Johnny Aitken of Indianapolis, a driver just as great in fifty-ninth second defeat as is the foreign star in ultimate victory.

It is a story of a bitterly fought and spectacular campaign on speedway and road, starting with the New York in May and ending at Los Angeles in November; a campaign that added fame to a driver already famous but gave another title contender an opportunity to rise from comparative obscurity to the heights of stardom; a campaign that eventually verified the copybook adage that "The early bird gets the worm," after threatening at one time to refute it.

For out of the highly colored feud, extending over seven months and unsettled until fifteen championship races had been run and won, two heroes emerged—Resta, the victor, and Aitken, the vanquished. In capturing the title, Resta ran true to form and verified the early season predictions of the gasoline circuit prophets. By forcing the invader from across the Atlantic to extend himself to the limit and by humiliating him four times in seven meetings, Aitken made the dope book read like the diary of Ananias or the autobiography of Baron Munchausen.

Astronomy furnishes the similes for the speed monarch of 1916 and the pretender to the throne. Resta is the fixed star of ever-increasing luster; Aitken, the meteor that surprised the automobile racing world by its unheralded sweep of unexpected brilliancy.

**Big Cash Prizes.** When the Bosch company announced that it would give a trophy and \$3,500 to the speed champion of 1916 and the Goodrich company added \$10,000 to the prize money that was to be divided among the three leading drivers of the year, Johnny Aitken's name was seldom mentioned when the chances of the title contenders were discussed. Before the season opened, Resta ruled favorite. He was entitled to that rank by his record of the previous season when he took the Vanderbilt cup; the grand prize, the first 500-mile Chicago motor derby and the Harkness trophy and finished second to De Palma in the Indianapolis international sweepstakes, breaking more records than a mad bull in a graphophone shop and winning \$50,000 in prize money. He had proven himself a wonderful driver under all conditions, on speedway and road, on fast course and slow. In his Peugeot were the two virtues

his second successive triumph in the Hoosier classic from the concrete dugout, for that season checkered flag of triumph waved for Goux.

In 1914 Aitken again allied himself with the Peugeot drivers from across the Atlantic—Goux and Boillot—but his Hoosier brains were bested by Delage speed and he had to be content with seeing Goux take fourth money. When the foreigners sailed for Paris, Aitken accompanied them and directed the fortunes of the Peugeot team in the French grand prix from the pits. He also was offered a car for the Le Mans' grand prix, but never heard the roar of its motor in competition, the invasion of Belgium by the Germans and the Teuton drive toward the French capital shattering all of Aitken's dreams of foreign conquest.

Aitken's services are always in demand and putting in an early bid, Harry Stutz was successful in securing them in 1915 when Johnny acted as adviser in the Stutz pit and served as relief driver in the 500-mile races held on the Indianapolis and Chicago speedways. Late in the summer, when the owners of the Indianapolis speedway purchased two Peugeots, they selected Aitken as one of their drivers. He started in both events held at Sheepshead Bay in the fall, but failed to finish in either, although he was a most dangerous contender for the Vincent Astor cup until his car was eliminated. *Motor.*

requisite of success, great speed and stamina far above the average. Moreover, he knew that car as a mother knows her own child, its whims, its capabilities, its limitations. He had been the favored of good luck, which to most drivers is a Carmen, but to Resta seemingly as faithful as a Virginia slave to his pre-bellum master. This is a combination hard to beat.

Although Resta was the logical choice for the championship, there were other drivers not without a following. If his Mercedes was right, De Palma would prove a dangerous rival. Rickenbacher also was deserving of consideration. But on his past performances as a driver, Aitken was one of the dark horses of the field. Except in Indianapolis, where the native son spirit is rampant, little was expected of him. He had two things in his favor, a car of the same breed as Resta's, one of the three Peugeots built for the French grand prix of 1914, and backers that were out to win, James A. Allison and Carl G. Fisher.

In the automobile world, Aitken's position is anything if not unique. He is a member of the engineering staff of the National Motor Vehicle Co.; a graduate of a motor car plant, not an alumnus of technical school; born to the gears, the grease and the gasoline; an expert on engines by intuition. A skilled and experienced mechanic, he has assisted in the development of the annual National models for several years. He has been sent to Europe to study motor car construction and design. He has figured in more races than the table of summaries shows, for as a pit manager and speed strategist he is considered without an equal and his brains have been responsible for more than one winner leading the field across the wire in blue-ribbon events.

### Aitken's Early History

Before this season, Aitken was not regarded as of championship caliber, although he made his debut at the wheel of a National on the dirt tracks ten years ago and had participated in several classics. He first gained prominence on the gasoline circuit in 1909 when he established world's 100-mile record at Indianapolis. The next year was his best until he flashed to the front this season as a challenger of Resta for supremacy in a come-back role. In 1910 he took third in the last Vanderbilt to be run on Long Island, crossing the wire only twenty-five seconds after Harry Grant, the victor, had received the checkered flag, and finished first in the 301-450 class event and fourth in the Philadelphia cup contest held in connection with the Fairmount Park meet of that year.

These were Aitken's achievements on the road in 1910. In speedway competition, he was even more successful. He captured the Atlanta trophy in a 200-mile race that was run in a driving rainstorm and out of thirty-eight starts on the improved courses at Indianapolis, Atlanta and Los Angeles, scored eleven firsts, five seconds and nine thirds, being ranked next to Ray Harroun, the speedway champion of that year, on the season's showing.

After failing to finish in the Indianapolis international sweepstakes and the Elgin trophy race of 1911, Aitken was made a sacrifice to Hymen in the spring of 1912, the rule that no married man should drive for the National company barring him from participation as a pilot, but giving him an opportunity to gain fame as a pit manager. In the second Hoosier classic, it was from Aitken that Joe Dawson took his orders, and it was Aitken's strategy as much as Dawson's skill that made victory possible for the National when the motor of the Mercedes played De Palma false on the next to the last lap of that epochal and tragic struggle.

**Aitken Always in Demand** When Jules Goux and Paul Zucarelli came to America to represent France in the Indianapolis international sweepstakes the following year, they selected Aitken as their pit manager. Johnny scored

## HORSE BAZAAR WILL UNDERGO ALTERATIONS

### Motor Garage To Occupy Front Premises—Story Of The Co.'s Activities

The Shanghai Horse Bazaar is the oldest establishment of its kind in Shanghai, and in fact, the whole of China, having been established in 1851. At the beginning, the business was more that of a Job Master's, that is, the letting out of carriages and the sale of horses, ponies, etc. It has now become more of a Motor Garage and Coach manufacturing concern. The Horse Bazaar employs a number of foreigners and no less than 350 Chinese, of which half are occupied in the coach-building works at the Motor Garage. These works which are run entirely by trained Chinese mechanics under foreign supervision, are able to turn out all kinds of motor-car bodies, from commercial vans and small runabouts to large limousines. Almost all the materials employed are imported from England and France.

It has been found by experience that it is a great advantage to motor-car owners to have the bodies of their cars constructed in China, as

when built here they are much better able to stand the climatic conditions, which in a great measure differ from those of Europe and America. It has therefore been the policy of the company, whenever possible, to import naked chassis and to construct the bodies exactly according to the requirements of customers.

The Motor Garage, which is in charge of an American mechanic and an electrical engineer, is fully equipped with all materials for the execution of all kinds of repairs including those necessary to be carried out on the electrical appliances which are features of all modern cars.

The company are the sole agents for Automobiles Berliet, of Lyons, France, the Scripps-Booth Corporation, Detroit, and the F. B. Starns Company of Cleveland, Ohio. A full-page announcement regarding the Scripps-Booth car will be found in this issue.

During the coming Spring, the front premises of the Shanghai Horse Bazaar and Motor Company will undergo extensive alterations, and the motor garage will be removed from the back to the front of the building, facing the Bubbling Well Road.

The Shanghai Horse Bazaar are expecting shortly to be appointed sole agents for some well-known and

means by which you are carried forward.

You find that you are traveling more continuously on direct drives than you had thought possible in any car.

Pick-up, from a snail's pace to express train speed, is accomplished with so little effort that it is scarcely apparent.

Hills which before, had compelled a car to strain and labor, seem almost to subside into a level road way so easily, so quietly and with so little exertion does the Cadillac surmount them.

Fatigue and exhaustion, which may have characterized your journeys in the past, are replaced by a sense of intense exhilaration and keen enjoyment.

The most enthusiastic Cadillac admirers are those whose motor car experience has been most extended.

There have been no exceptions to the astonishment and delight of those who have ridden in this unusual car.

The handling and control are so easy; the springs and the deep, soft upholstery are so yielding; the smoothness, the quietness, the activity and the flexibility are so definitely combining that there is such a sense of velvet softness in every movement of the car, that you cannot resist its supreme charm.

And so, your experience with the Cadillac, resolves itself into something even broader than complete satisfaction.

It carries with it the gratifying sense of owning something different and something better—a car which surpasses ordinary standards and deepens and intensifies the enjoyment of every phase of motoring.

The Central Garage Co., Ltd., are agents for the Cadillac, and all information may be obtained from them.

## Riding in a Cadillac

Between two cars, even of excellent riding qualities, you may be able to observe certain slight or indifferent distinctions.

But you will recognize that the difference between the smoothest, steadiest car you have ever known, and the eight-cylinder Cadillac, is not merely slight or indefinite.

It is impressively brought home to you that you must reject your previous ideals and that you must adopt new standards of what constitutes real motoring luxury.

Before you have ridden a mile in the Cadillac, you find that the qualities which you have sought in a motor car have been developed to a point that is absolutely new to you.

You discover—immediately the car glides into motion—that the quality of quietness has been given a new significance.

You find that neither the engine nor any other part of the marvelously efficient mechanism intrudes itself upon you.

You relax into forgetfulness of the

## An Open Letter

Dear Sir:



In recommending Dunlops, I would recall to your mind these two words, "Dunlop Tyres." Two words indissolubly associated with each other, are they not? You simply cannot see the name "Dunlop" without thinking of Tyres, or think of Tyres without recalling the name "Dunlop."

And little wonder! If it had not been for the Dunlop Tyre you would, most likely, not be driving in a car today. It was the discovery of the Dunlop Tyre that paved the way, as it were, for the motor-car.

While from the point of view of long experience, it is worth while remembering that the Dunlop Tyre was the Pioneer Pneumatic, more to the point is the fact, well-known to the tyre-consuming public, that Dunlop Tyres represent the highest average of tyre quality yet attained. It is not the achievement of a single tyre, but the average behaviour of the whole output, that exercises a lasting influence on reputation.

The aim of the Dunlop Rubber Company has always been to produce the best AVERAGE tyre on the market and their success in doing so is beyond dispute.

On these grounds, and for the rest, you cannot do better than the best and buy, and make a habit of buying, Dunlop Tyres.

Yours faithfully,

"DUNLOP"

Dunlop Tyres and Accessories are obtainable from all Garages in Shanghai, and from our Agents in the Outports; also from

**DUNLOP RUBBER CO., LTD.**

(Founders of the Pneumatic Tyre Industry throughout the World)

20 Kiukiang Road.

Telephone 2248

Cables: "Pneumatic."

# WHAT SOCONY AUTO OILS

Mean to your Car.

More Miles Per Gallon

Easier Riding

Less Friction

More Economy

Longer Life

## WHY?

LUBRICATION IS OUR BUSINESS.

Socony Auto Oils Meet Every Need Of The Motorist



DISTRIBUTORS :

EASTERN GARAGE  
STAR GARAGE  
MARKT GARAGE

AUTO CASTLE  
MOTOR HOUSE  
SHANGHAI HORSE BAZAAR



*A postal will bring you our booklet—"Pointers on Auto Lubrication."*

STANDARD  
OIL  
COMPANY  
OF  
NEW  
YORK  
GASOLINE  
guarantees  
CLEANLINESS

Complete Combustion  
without Carbon

QUICK STARTING

No Baulks from  
Slow Vaporization.

POWER

Sure Strength that has  
a "Kick without a Jerk"

ECONOMY

More Miles in a Gallon,  
because "Every drop is  
like every other drop."



Holds its excellent reputation among  
"Motorists who Know" because  
THE QUALITY IS ALWAYS AS STANDARD AS THE NAME

SOCONY GASOLINE is a straight distilled refinery product,  
homogeneous and undiluted, and not a "mixture" or a "blend." With  
one quart in the tank, combustion is just as clean and complete as  
when there are 10 gallons in it.

The ready ignition of SOCONY GASOLINE minimizes  
carbonization and carburetor adjustments, and puts a "Kick" into a  
motor, that is at once economical and always reliable.

SOCONY GASOLINE is covered by a wordless guarantee in  
its hermetically sealed tins. From the refinery in the U.S.A. to the  
consumer in China, it is undisturbed in the original packing, thus  
eliminating contamination and evaporation.

## STANDARD OIL CO. OF NEW YORK

## Story Of The Dodge Car

Before The Dodge Brothers plant commenced to manufacture complete cars, it was a plant that embodied an investment of between three and four million dollars, together with the fruits of a remarkable manufacturing experience. It was employing some five thousand men. Probably only the Dodge Brothers themselves, John F. Dodge and Horace E. Dodge, know how many more millions have since been spent and are still being spent in making it one of the world's biggest automobile producing plants.

At the present time hundreds of Dodge Brothers cars are leaving the shipping platform every working day, and every car is a proud product of manufacturing idealism. Recent figures showed the plant to be employing close to nine thousand people. The floor space at that time was forty-four acres, but more buildings are in process of erection which will increase this acreage to 60.

It is about two years ago that it first became known that Dodge Brothers would make complete motor cars instead of manufacturing essential automobile parts in gigantic volume for others. The news traveled rapidly in the automobile trade, and was received universally with an interest and respect that was almost inexplicable, considering the small circle to whom Dodge Brothers were known by any direct contact. Before Dodge Brothers themselves announced anything concerning their car, thousands of dealers, including the shrewdest and most important in all parts of this and foreign countries, had applied for territorial rights—because of the conviction that if Dodge Brothers were to make automobiles, those automobiles would be "right."

It was because of their resourcefulness and ability as manufacturers that they had been called upon to make crankshafts, connecting rods, steering gears, transmissions, differentials, and axles, in staggering quantities. In this work they made a fortune of which one interest alone was estimated as exceeding \$25,000,000, while the total has never been disclosed.

### Making for Manufacturers

For many years Dodge Brothers

had been solving manufacturing difficulties for other manufacturers and finding ways to make things that other manufacturers could not make for themselves. They had had a wide experience in machine shop and manufacturing methods before they established the first machine shop in Detroit equipped for fine and accurate work.

The true market for such a car as Dodge Brothers wanted to produce, however, did not lie at either extreme of price or size. The aim was to produce a car that in itself would be everything that a good automobile should be, down to the smallest detail, while at the same time giving it a price that would obtain for it the widest possible market.

The soundness and wisdom of the decision is attested in the way the Dodge Brothers car has been received.

The steel companies and the machine tool companies, who rated Dodge Brothers as among their best customers, gave their active cooperation in fulfilling the increased requirements, and the material and supply representatives, anxious for the business of such a plant, tendered the best prices and the best deliveries that they had ever made.

Whether one be a layman, unfamiliar with the wonders of big industrial plants, or an expert, seeking significant advances in processes or methods, a visit to the Dodge Brothers plant is an inspiration.

### Visiting the Factory

The beautiful office building, which is almost as big as many a downtown office building, is in a park of well kept lawn, and back of it lie the factory buildings, constructed throughout of steel and concrete, in the latest approved fireproof construction. The appearance of the factory buildings, too, is more ornate and finished than one commonly expects of a manufacturing establishment, particularly a plant that is handling so much hot iron and steel.

The vastness and immensity of each department is almost overwhelming. There are miles of aisles on each side of which work-

men are busy superintending gear cutting machines, automatic turret lathes, multiple spindle drills, grinding machines, punch presses, and similar equipment. On other floors there are batteries of huge milling machines and machines of the heavy type, in almost unbelievable quantities. In still other departments, the eye can hardly reach the limits of a top tailoring department or an upholstery division.

An order for 125,000 hides, for the upholstery division, was recently placed, being the largest order of this kind ever given, it is said, but 125,000 hides will soon be used up in such an upholstery division as the Dodge Brothers plant has.

Further back, one comes to the buildings where steel, either white hot or cold, is handled and shaped as though it were something as plastic as modelers' clay. Over 225,000 pounds of steel a day is received,

while the daily requirements of the brass and aluminum foundry comprise 30,000 pounds of brass and 10,000 pounds of aluminum. Altogether, the material and supplies received each day, require an average of 100 freight cars discharging their full contents on the Dodge Brothers receiving platforms, each of which is 1,000 feet long.

As an example of the type of equipment to be found, there are two body and fender presses in the pressed steel department that are capable of exerting a pressure of 900 tons. These presses alone, without their concrete base, weight 280,000 pounds.

Less than two years ago Dodge Brothers installed, at an expense of about \$40,000, what was considered one of the best and largest enameling oven equipments in existence. This equipment was found inadequate for their needs, and has been recently replaced, at an expense of about \$150,000 by a set of continuous process electrically heated ovens, approximately 1,000 feet long, with a capacity of 1,500 finished bodies every twenty-four hours. This is the largest and only installation of its kind now in existence.

### Use of Pressed Steel

Extensive use is made of pressed steel to supplant cast iron. The front wheel hub, for example, is a steel stamping, requiring sixteen operations, but much stronger than a cast part would be, and weighing only a little over half as much.

It is difficult for anyone who has

not visited this enormous plant to realize the size of it, and the tremendous quantity of material that is consumed daily.

In the oil burning furnaces of the Heat Treating and Drop Forge Departments 15,000 gallons of fuel oil are consumed each day. 110,000 pounds of grey iron are cast daily in the foundries and 12,000 pounds of sand are used for making the cores. The Drop Forge Department has an equipment of 50 steam hammers capable of striking blows equivalent to a falling weight of from 400 to 7,500 pounds. This department consumes 225,000 pounds of steel and 15,000 gallons of crude oil each day. 30,000 pounds of brass and 10,000 pounds of aluminum are required each day in the Brass and Aluminum Foundry.

All steel used in Dodge Brothers Motor Cars is carefully heat treated, in order to obtain the maximum strength. This heat treating and hardening requires 6,500 gallons of oil each day.

In the Screw Machine Department where small parts are made it is an inspiration to see the long rows of automatic machinery turning out on an average of 200,000 completely finished pieces daily.

The tops, side curtains and upholstering for Dodge Brothers Motor Cars are made in their own plants, and the daily requirements call for 5,000 pounds of curled hair, over 250 full sized hides, and more than 41,000 yards of mohair.

Dodge Brothers maintain a completely equipped metallurgical and physical testing laboratories where all material used in the manufacture of their cars is subjected to rigid tests for quality, strength, durability, etc. In this department, machinery of the very latest design is installed. One of the most interesting is a Tinius Olsen Testing Machine with a capacity of 100,000 pounds. This machine can exert on a piece of metal, tension sufficient to lift a full size loaded freight car.

A good illustration of Dodge Brothers' progressiveness and desire to be sure of the quality of every piece of material that goes into their car is found in a unique torsion machine for testing axles, drive shafts and other similar parts. This machine can exert a torsion strain of 230,000 inch pounds. It is the second machine of its kind ever

built. The first one, after having been on exhibition at the Panama Pacific International Exhibition, is to be delivered to the Japanese Government, for whom it was built.

Not satisfied with the extreme care used in every step of manufacture, Dodge Brothers have gone to enormous expense to thoroughly test their cars before they are loaded for shipment. Inside of the plant's boundaries they have constructed a testing track six-tenths of a mile long. This track is made of creosoted planks and laid upon heavy beams which are set in a packed cinder foundation. In the center of the track is a long hill made of structural steel, with two grades, 12 1-2 per cent on one side and 25 per cent on the other. Inside of the track a sand pit has been provided in order that the cars may be given a test for heavy pulling in sand which comes nearly up to the hubs.

### 9000 Employees

With all its nine thousand employees, the Dodge Brothers plant is essentially a machine proposition. Everything that machinery can do, is done by machinery. Even the handling of materials is done by motor trucks, by cranes, by monorail systems, by chutes, and by elevators, with comparatively little handling by men. There is no strain or pressure on the employees, all of whom seem to have plenty of time to perform their tasks, with a little left over, even on the moving chain assemblies, where motors and complete cars are put together as they move along in a continuous string.

The girls at the machines in the top department are given rest periods during the working hours. After each rest period they go at their work with a new diligence and spirit that more than makes up in production for the time spent in their luxurious rest room.

Like the plant itself, the Dodge Brothers car is a matter of personal pride to the Dodge Brothers. Supplementing their own knowledge of what a motor car should be and how it can be made to be that way, they have placed at the head of every department men whose experience and habits of mind are to seek the best possible construction from an engineering standpoint, regardless of expense.

Messrs. Gaston, Williams and Wigmore, Far Eastern Division, Inc., Shanghai, are the local agents for the Dodge car, and a full-page announcement will be found in this issue.

## Hupmobile Reputation

"We believe the Hupmobile to be the best car of its class in the world"—and what we believe the owner knows, say the manufacturers, for whom the Central Garage Co. Ltd. are the local agents.

That knowledge constitutes the Hupmobile reputation, and we ask you to investigate that reputation before buying a car.

If you know automobiles, Hupmobile reputation is nothing new to you—and we ask for no better right to your consideration.

If you do not know automobiles, go to some one who does and ask him about the Hupmobile. He may be a Hupmobile owner, the owner of some other make of car, a garage man, a dealer handling rival cars, an engineer, or mechanical expert—but whatever he is, he will tell you first, that the Hup Motor Car Company is one of the few automobile manufacturers who have never had an off year—never brought out a poor car. Second, that the Hupmobile itself is a wonderful value.

This record of quality production and this reputation for extraordinary motor car value we guard most jealously.

How we guard it we have in part told you in our description of the mechanical construction of the Hupmobile—namely, by using only the highest priced construction obtainable and the finest quality of material on the market.

A trip through our factory would further demonstrate to you how we remove the slightest element of blindness from our belief that the Hupmobile is the best car of its class in the world.

It would show you how in addition to buying first grade material, we subject that material to test after test to make sure that it is indeed up to the Hupmobile standard.

It would show you how each phase of the car building is carefully watched and tested. A simple list of the various tests cannot help but impress you with our painstaking methods of manufacture.

The following tests insure Hupmobile reputation before the car leaves the factory:

1. Dynamometer block test—running in motor.

2. Dynamometer chassis test—determining H. P.

3. Pistons balanced one against the other to give exact weight.

4. Cylinders tested under high water pressure to assure air tightness.

5. Gasoline tank and radiator air pressure test.

6. Crank shaft and flywheel balanced on knife edges for accurate weight.

7. Scleroscope test to determine the hardness, toughness and strength of crank shaft, all gears, drive shafts, connecting rods, cam shaft, and other heat-treated parts.

8. Ames Gauge test to determine diameters of pistons, depth of groove for piston rings and other piston dimensions—Hupmobile pistons are accurate to 1-2000 of an inch.

9. Brown and Sharpe Dial Indicator test for determining crank shaft bearing dimensions, down to 1-2000 of an inch.

10. All parts tested for dimensions, weight, strength, etc., after being cast or forged.

11. All parts tested for accuracy in size down to 1-2000 of an inch after machine operations.

12. All parts are tested for wearing quality after each assembly or sub-assembly.

13. Motor is run 12 hours under its own power on Dynamometer Block Test and then all parts are inspected.

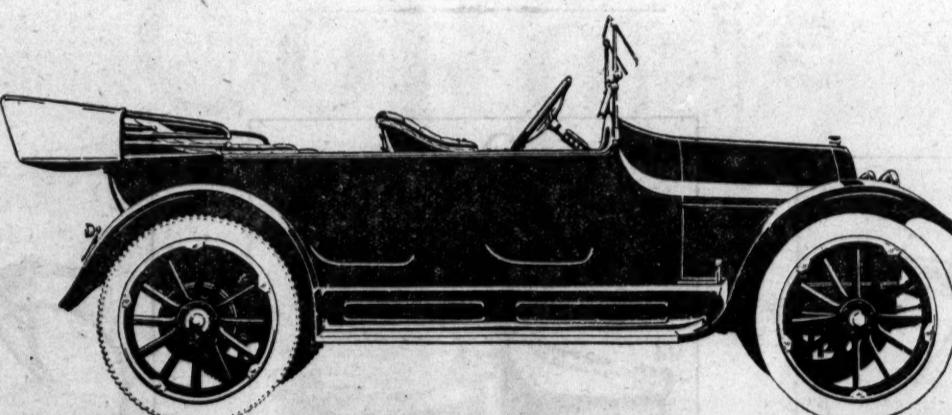
14. Final test when car is completely built of every part from tires to top. A trip through our factory would show, too, the high type of workmen employed in making Hupmobiles. Your own eyes would tell you that in the whole Hupmobile plant we employ only the highest paid and the most skillful artisans.

These high priced mechanics work with the most improved machinery. No part of their skill is sacrificed because of poor tools. Every detail of Hupmobile shop equipment is the finest that money can buy.

And over these men furnishing them with plans and personally seeing that these plans are strictly adhered to, is a corps of engineers and mechanical experts in skill and experience second to none in the automobile industry.

This combination of men and material produced the cars which so solidly founded and which have so ably maintained Hupmobile reputation. This same combination produced the 1917 Hupmobile.

**Overland**  
TRADE MARK REG.  
MODEL  
75 B



FIVE-PASSENGER TOURING CAR

## Complete—Ready for the Road.

Streamline body, underslung rear springs, detachable rims, self-starter, electric lighting, electric horn.

### Ignition by Bosch Magneto

If you want a high-grade car at a low price, you want an Overland. If you want a car of small upkeep-cost, you want an Overland.

**I**N size, appearance, power and comfortable riding qualities, in equipment and thorough construction, the Overland so far surpasses any other car ever offered at anywhere near its price as to leave no room for comparison. Its stylish streamline body, beautifully finished, is the work of past-masters in body design. Its clean-cut chassis construction shows Overland strength and precision in every detail.

Exchange Is High

Therefore

The Price Is Low

**M**ODEL 75 is an Overland clear through, which means that its motor produces an abundance of smooth, never-failing power: that the body is roomy and comfortable, supported on long easy springs; that every detail of construction is as good as the finest materials and workmanship can make it.

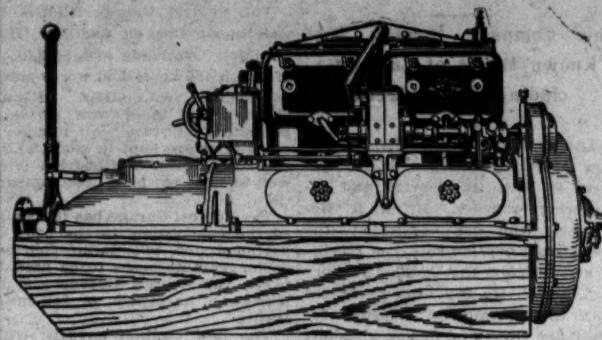
For demonstrations and full particulars, apply to the Sole Agents:

**THE CENTRAL GARAGE CO., LTD.**

2a Jinkee Road, Shanghai.

Telephone No. 2661.



**"SCRIPPS SPECIAL"**

A real engine. A good, honest, simple, reliable, economical, up-to-date, four-cycle unit power plant, designed to power any boat at a modest cost.

**"The Scripps Line Complete"**

Motors for every boat and purpose—10 to 125 H.P.—two, four and six cylinder—gasoline, kerosene and distillate.

"SCRIPPS MIDGET"—light weight champion. A 10 H.P. four-cylinder, four-cycle, complete unit power plant, weighing only 200 pounds, designed especially for power dinghies and tenders of the better class.

The "Series 'B'"—the pioneer "all-enclosed" engine, now made in six sizes. Maximum Duty Models in 12-14 H.P. 24-28 H.P., and 36-42 H.P. Speed and Semi-Speed Models in 15-17 H.P., 35-40 H.P. and 52-60 H.P.

The "SCRIPPS GREYHOUND"—100-125 H.P.—an all-enclosed High-Duty Six, long stroke, valve-in-head engine, for express cruisers and high-class runabouts.

**SCRIPPS MOTOR COMPANY**

Agents :

**CENTRAL TRADING CO.**

Room 11, Telephone Building.

Send for Catalogue and Price List.

**Motor-Boat in War**

Should the United States become involved in war, says a correspondent of Motor Boating, the Navy Department would at once take over all suitable motor boats for service as auxiliaries to the Navy. The vast fleet of small craft thus called to the colors would be of immense value to the nation in such a crisis. All the belligerent nations of the present European war are employing great numbers of requisitioned motor craft in their adjacent waters.

These boats, though of widely varying types, may be roughly divided into two classes. First, the smaller and slower-boats, which are employed as river and harbor patrols, and Navy Yard tenders for light towing and for relieving the Navy launches from endless routine work, so that the latter may be available for more important duties. Second, class consisting of speedy, seaworthy boats, which are used on the inner line of the coast patrol and keep vigil watch by day and by night to prevent surprise by enemy submarines or air and surface craft which may have eluded the watchfulness of the outer patrol squadrons. It is said that about 2,000 Admiralty motor craft are at present operating out of Hull, England, alone. This gives some idea of the very extensive employment of motor craft in the present conflict.

While the Navy Department could probably use motor boats of almost any type provided they were in serviceable condition, there are certain characteristics which would render a boat of exceptionally great value as a Naval auxiliary. The first requirement would doubtless be reliability in both hull and power plant. Then high speed would be a most important requisite, the ability to make from 20 to 40 miles per hour being desirable for boats of the coastal patrol. Next, ability to keep the sea in all weathers would be necessary. High freeboard forward, with flares enough to throw off the seas and a thoroughly protected steering position would be required. The power plant must be entirely protected from the elements, with room enough in the motor compartment to allow of easy inspection and the making of prompt and effective emergency repairs.

Patrol boats should range in size from 40 to 60 feet in length and twin-screw installations would be most desirable, both for added reliability and ease in maneuvering. An efficient searchlight would be needed for night patrol duty, and wireless apparatus would be invaluable for communicating with other patrol units or with shore stations. A signal mast and yard would be carried for displaying flag signals.

Decks should be locally strengthened to carry one one-pounder rapid fire gun (weighing complete with its mount about 400 pounds), and to withstand successfully the shock of its discharge. Such guns are effective against the light plating of a sub-

marine, and a skillful marksman might perhaps blind the craft by destroying its periscope, should it be submerged. In boats of the higher class a torpedo tube might be installed, but as these privately owned patrol boats would not be expected to attempt serious offensive work its value on such craft may be considered doubtful.

Patrol boats should not be of extremely light construction, as government service is always strenuous, and the failure of any part of hull, motor or equipment at a critical moment would be a serious matter. Boats would be expected to ram a hostile submarine if opportunity offered, and while the motor boat herself would doubtless suffer severely from the impact, a strong hull might keep afloat long enough to reach her base or until her crew might be taken off by another unit of the patrol squadron. A fragile craft would doubtless go down with her victim.

The same features which would command a boat to a Naval officer in war time would also make her a more desirable craft to use for pleasure purposes, and every patriotic owner should keep his boat in a condition of efficiency which would make her of real utility should he ever be called upon to do his bit for his country—whether that might consist of towing coal lighters about a harbor or of hunting enemy undersea craft outside the headlines.

**Killing the Carbon Jinx**

The satisfactory removal of carbon from an internal combustion motor without taking the machine apart is largely a matter of design of the individual motor, because construction varies among the different types and sizes and it is practically impossible to describe any one method that will be satisfactory with all, says a writer in Motor Boating. For instance, there are two-cycle and four-cycle motors, motors with removable cylinder heads, T-head motors and L-head motors—all requiring more or less different treatment.

Carbon collects in two forms, one soft and powdery caused by poor combustion, and the other hard and gritty due to too much oil or the use of poor oil. In view of these facts, it is wise to see that the carburetor is adjusted to give the best mixture possible and also to use the best oil and not any more of it than is necessary for proper lubrication.

Numerous means have been devised for cleaning cylinders, the oldest being scraping. Chemical removers, both liquid and dry, have been put on the market and lately the oxygen process of burning out carbon has been introduced. There is also the method of using either kerosene or denatured alcohol when the motor is hot.

Decks should be locally strengthened to carry one one-pounder rapid fire gun (weighing complete with its mount about 400 pounds), and to withstand successfully the shock of its discharge. Such guns are effective against the light plating of a sub-

**Scripps Marine Motor**

"Produce the finest Kerosene-burning motor it is possible to build without regard to expense or precedent." That was the order given to the Scripps engineers, when they were commissioned to design the Series B Scripps. And so your dream of a perfect marine motor has come true.

The Series "B" Scripps motor measures up to all the specifications of your idealized motor, outside as well as inside. Outside first, because it is in its external aspect the latest refinement and development of the Scripps motor finds fullest expression. The flywheel is enclosed. Moving parts are covered up. The motor appeals to your eye long before you think of its purely mechanical functions.

As a power-producer, it is not necessary to say much about Scripps motors, for they are re-

cognized as pre-eminent wherever marine power plants are mentioned. Mechanically speaking, Scripps Motors have been correct since their inception in 1906. The fundamental principles of the Series "B" motor are the same as these which have governed the design of every successful motor.

In daily service the motors have won friends in every clime. (It is the boast of the manufacturers that more Scripps have been exported than all other makes put together). In a fishing boat or runabout, in a towboat or cruiser, they have never failed to perform their duty. They have twice mastered the tortuous Niagara Rapids. They have driven the 35-foot motor boat, Detroit, from Detroit, Michigan, across the Atlantic Ocean, to Petrograd, Russia (a distance of 6,500 miles), without the slightest mechanical trouble.

The local agents for these motors are the Central Trading Co., Telephone Building, Klangse Road, who will be pleased to supply interested parties with full information and price lists.

## NEW MODEL ARCHIMEDES Portable Boat Motor 2 and 5 H.P.

THE ONLY PORTABLE 2-CYLINDER  
MOTOR ON THE MARKET

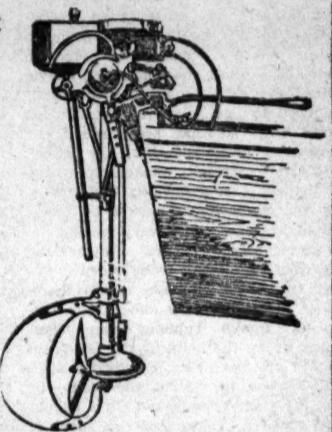
### For Business, Sport and Recreation

*May readily be attached to any round or flat bottom rowboat, no matter whether the stern be pointed or squarecut. It is indisputably easier to manipulate than a one-cylinder motor. It is easier to start, more powerful, and more reliable.*

Simple, Strong, Durable, Reliable  
Can be attached in two minutes; Automatic Lubrication;  
Magneto attachment to fly-wheel; solid brass rudder.

**Wm. Katz & Co.,**

1a, Jinkee Road  
SOLE AGENTS IN CHINA  
Demonstrations Given



## THE 1917 MODEL

# CORONA

is

## THE PERSONAL WRITING MACHINE

Why don't you adopt the modern way of writing?

One hundred thousand people have already been converted to personal typing, and during this year many more will join the ranks of CORONATYPISTS

**CORONA** complete in case, costs Mex. \$100.

SOLE AGENTS :

MARKT & CO. (Shanghai), LTD.

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Phone 322



## ALL PARTS OF A CAR REQUIRE ATTENTION

Every Motorist Neglects Something, Often Because Of Forgetfulness

All parts of the present-day automobile require more or less constant attention, but every motorist will neglect something about his car, some one thing, some another. Inattention to some parts is due to inaccessibility, but often it is simply a case of forgetfulness. Most drivers will see that there is oil in the crankcase, water in the radiator, and gasoline in the tank, as these are regular duties, but with many this is about as far as their attention goes. They do not seem to realize that all moving parts, however small, need lubrication and, if not given it, wear is bound to result with the accompanying squeaks and rattles. Grease and oil cups are placed on bearings for the very obvious purpose of supplying lubricant to them and consequently they should be supplied at frequent intervals.

Of all the parts on a car, probably the most neglected are the brake linkage and the springs. The brake rods and connections are located under the floor of the car so that they are rather inconvenient to reach, and one must crawl underneath to fill the grease cups or to squirt a few drops of oil on the numerous shaft bearings and clevis pins. For this reason they are often allowed to go without attention a long time, so that being much exposed to mud and dirt, they wear quickly, thereby weakening those important safety devices, the brakes. These connections should be lubricated at least once every week.

One often hears mysterious squeaks emanating from beneath the car and wonders what causes them. Most likely they are due to the dry spring leaves rubbing over each other or by the bolts in the shackles. If the springs are not provided with self-lubricating inserts, the frame of the car should be jacked up a couple of times a season, or often, if necessary, the spring leaves separated, and graphite grease or a paste of flake graphite and kerosene spread between them, a stiff feather being very convenient for the purpose. The grease cups on the spring shackle bolts should be kept filled and given two or three turns every day. Sometimes the holes in these bolts become clogged, preventing grease being forced through, and it is necessary to clean them out, even going so far as to raise the frame of the car to permit the removal of the pins. In applying graphite, one of these bolts may sometimes break and drop the frame on to the axle. Spring clips sometimes work loose, causing a broken spring so it is well occasionally to see that they are tight.

Although very accessible, many drivers fail to oil or grease the steering connections sufficiently, so that soon there is a good deal of lost motion at the steering wheel. The strain is considerable, strain and constant, though slight, motion at the steering knuckles so that, being exposed to dirt, they need frequent lubrication to prevent grit working into the bearings. The steering gear case must be kept filled with grease, adding a little each month. Because they do not require very frequent attention, the front wheel bearings and the joints of the rear axle are sometimes overlooked, whereas they ought to be thoroughly cleaned and repacked with fresh grease about every 3,000 miles.

Other parts that often are allowed to go too long without attention are the brake and clutch shaft bearings, the levers and bearings of the self starter, the transmission, the clutch, and the gear shift lever bearings. The clutch, a type that runs in oil should be drained once a month, thoroughly flushed with kerosene, and refilled. The transmission and differentials will usually run from four to five months on one filling, but regular inspection will insure proper lubrication. Being somewhat out of sight, the spark and throttle linkage, and the bearings of the accelerator pedal are also often out of mind and they get no oil, which they need every week or two. Whenever a shaft works inside a tube, as in case of the clutch and brake pedal mechanism, and rust in the tube will cause trouble, the only way to prevent it is to use plenty of oil.

At the universal joints there is a constant, heavy strain so that they need plenty of lubricant and ought to have attention at least once a month. If of the usual enclosed type, the joints should be packed with grease or heavy oil, as required, forced in with a grease gun, but if of the ordinary cross type enclosed in a leather boot, this should be filled with medium soft grease and tightly laced. Once a season it is advisable to disassemble and thoroughly clean them.

The electrical system needs little attention, except the care of the battery which should have distilled water added at intervals of one week in summer and two weeks in winter to make up the loss by evaporation. The acid does not evaporate so it is only necessary to add sufficient water to keep the plates covered. By occasionally testing with an hydrometer trouble may often be detected, for when fully charged each cell will test about 1,300 degrees.

There also have to stand their share of neglect, whereas a little attention in filling small cuts, washing off oil, keeping the proper inflation, etc., will add materially to their life. Something that takes but a few minutes to do and yet is seldom done, is to paint the inside of the rims a mixture of flake graphite and turpentine to prevent the oil sticking to the rim. Few drivers, however, will take this precaution, even though it saves a lot of work and trouble as well as possible damage when removing the tires.

Such are most of the parts that suffer neglect to a greater or lesser degree in the modern motor car, but as improvements are made, it becomes easier to give proper attention to the numerous parts.

## U.S.A. Motor Industry's Record In 1916

Compilations of 1916 statistics of the motor industry as made by Alfred Reeves, general manager of the National Automobile Chamber of Commerce, show the remarkable strides made by the American manufacturers during the year recently ended. In brief they are as follows:

Number of motor vehicles built in 1916	1,648,586
Number of pleasure cars built	1,556,448
Number of motor trucks built	92,138
Retail value of pleasure cars	\$928,078,000
Retail value of motor trucks	\$166,650,000
Average price per pleasure car	\$597
Average price per motor truck	\$1,809
Average price per car of both classes	\$665
Number of manufacturers	400
Number of dealers handling product	30,000
Exports of motor vehicles, all classes	\$97,000,000
Exports of parts, tires and engines	\$47,000,000
Grand total motor exports	\$144,000,000
Number of pleasure cars exported	58,000
Number of motor trucks exported	20,000
Total number of motor vehicles in use in U. S.	3,500,000

The doors of the Grand Central Palace swing open on the seventeenth annual New York show with the National Automobile Chamber of Commerce members filled with pardonable pride because of the enormous business done during the year just ended, says the January number of Motor. They boast that this is the first billion-dollar automobile show because of the vast business done during 1916, for facts and figures as compiled by Alfred Reeves, general manager of the N. A. C. C., show the giant strides made by the motor industry.

Counting both pleasure cars and commercial vehicles, General Manager Reeves finds that the retail sales last year exceeded 1,600,000 vehicles, with a retail value of more than a billion dollars, the first time the motor industry ever has reached such a height. Naturally such a statement leads one to wonder as to the average price per vehicle and again Reeves' facile pencil gives the answer—\$665 for all vehicles, or \$597 for pleasure cars and \$1,809 for trucks.

More than 400 companies participated in the production of these 1,600,000 power-propelled vehicles and 30,000 dealers handled the product. The 30,000, however, were not all American dealers, for Uncle Sam did a brisk business in foreign climes, as the motor car exports for the year ending June 20 reached a total of \$97,000,000 at wholesale, while the grand export total is increased \$144,000,000 including parts, tires and engines exported.

**1½ Million Pleasure Cars**  
Going a little more into detail, we find that the 1915 production consisted of 1,556,448 pleasure cars, valued at \$928,078,000, and 92,138 trucks, valued at \$166,650,000 or a grand total of \$1,095,628,000, figuring the retail price. Our foreign customers took 58,000 passenger cars and 20,000 trucks of a total value of \$100,000,000, exclusive of parts and accessories which add another \$50,000,000. Seventy-four different countries figure on our export list.

Despite these astounding figures, the National Automobile Chamber of Commerce looks for an even better year during 1917. Right now there are more than three and one-half million cars in use in the United States and those who keep their fingers on the public pulse declare that 1917 will see another million and a half of pleasure cars added to this grand total. Assuming that these experts know their business, this would seem to make safe the prediction that the motor industry is still far from the saturation point.

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thirteen more makers of cars and reducing the number of accessories from 259 to 224. And even at that Miles did not have space enough for the car folk, who clamored for even more room.

Of course we will find all the well known shanks of cars in the Palace and also we will find many new faces. Since the last roll call we have had the list of car makers increased considerably and in this year's Palace list we find as added starters the Bour-Davis, Jordan, Liberty, Harroun, Roamer, American, Columbia, Monitor, Pilgrim, Kent, Princess, Hackett, Monroe, Drexel, Dey electric and the Doble steamer, all of which are making their show debut.

So great has been the demand for space in the Palace and so congested has that big building become that there are several of the American manufacturers who have sought relief in the Importers' Salon, which is to be held at the Astor, January 2-10, the list including Locomobile, White, Brewster, Daniels, Murray, Navara, Simplex, Phaiana, Singer and S. S. E. Rolls-Royce and Isotta-Fraschini are among the foreign exhibitors. In addition there will be body exhibits by Brewster, Holbrook, Locke and Rubay.

The Chicago show, which opens January 27, will be fully as large and as important as before. Possibly it will out-count New York in the number of different makes of cars exhibited, for Chicago has more available space than has Manhattan. Then, too, Chicago will be the big dealers' show, it being a matter of record that more agents visit the western affair than at New York.

### Hints To Motorists

#### Anti-Freeze Solutions

The following suggestions are from the service manager of the Studebaker Corporation, Detroit, Mich., and refer to the use of good and bad anti-freeze mixtures.

While the most easily prepared anti-freeze solution is, perhaps, the calcium chloride, it is the wrong anti-freeze mixture to use. A number of calcium has recently been brought into the Studebaker service station for repair and an investigation showed that calcium chloride had apparently been used in the radiator. Unless one can secure the chemically pure form, calcium chloride is a dangerous solution to use. The commercial calcium chloride, commonly sold for an anti-freeze mixture, is highly injurious because it is a strong acid on the components of the cooling system. Such alkaline solutions cause an electrical action wherever two dissimilar metals are utilized, such as the brass tubing of a radiator and the solder used at the joints; the iron water jackets and the brass or copper plates, etc. This applies to all salt solutions. In addition to damaging the radiator, the use of calcium chloride may work

havoc with the cylinders, the pump and the inlet and outlet water pipes. The owner usually has to buy a new radiator before he can put his car into service again, besides having to stand the cost for the labor of replacing with the new. And the expense does not always end with this work.

A summary of the opinions of motor car manufacturers as to the value of various anti-freeze solutions shows that the best is a mixture of natural alcohol and glycerine. The proportions for the use of the alcohol depend upon the temperature. It will require a 5 per cent solution of alcohol to prevent freezing at 25 degrees above zero, and a 23 per cent solution will take care of the water system down to zero. As low as 10 degrees below the solution should be 30 per cent, and if the mixture is allowed to drop to 15 degrees below the percentage should be 35 per cent of alcohol, whereas 10 more degrees below will require a 40 per cent solution.

**Winter Tire Care**  
A slight cut in the tread of a tire may mean the loss of the tire in a short time. If the cut is through the tread, rubber allowing the fabric to show, it is certain much damage will be done if the cut is not plugged immediately. Water and dirt can enter through the cut and water and dirt are injurious to the fabric of the casing.

#### Care of Upholstery

How often do we see cars with the metal strips loose around the running boards? And all because the maker has driven in a few nice-looking round headed nails instead of using screws to hold them in place. Get some round headed brass screws, from five-eighths inch to one inch. Use these to replace the nails wherever the strips tend to come out, which is almost everywhere they are used. The screws will keep the strips in place and prevent them from loosening.

Another place that needs looking after in many cars is the door pockets. These usually are cheaply made and seem to be held on by faith more than by material things, so that they are apt to tear loose at the corners. The pockets that are attached to the wooden strips on the door. Here again the round headed screws can be used to advantage. But as the pockets are black, the screws should be of the round headed steel variety with the heads blued to make them dark and prevent rusting. These and prevent rusting. The strips which hold the linoleum on the floor can also be improved by using short brass screws, especially at the corners.

#### Do It Now

Now, after operating the car in snowy and rainy weather for a few months, make an inspection of those parts which are likely to suffer because of the entrance of water. It is surprising how much water can

## Insure Your Motor-Car



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## CENTRAL GARAGE, LTD., HAVE NEW MANAGEMENT

### This Company Handles Best Known Makes of Cars, Including Overland, etc.

The Central Garage Co., Ltd., is now operating under new management in both its general and engineering branches. Mr. R. R. McKeown, who has charge of the mechanical departments, has recently arrived from the Cadillac Factory in Detroit. He has been connected with the automobile industry for seventeen years, and during the short time he has been with the company, he has demonstrated his ability to handle all work pertaining to machine-shop, accumulator-charging,

and repairing radiator and fender departments, blacksmithing, vulcanizing and tire departments, and hire car department.

The Central Garage handles the well-known lines of Cadillac, Hupmobiles, Overlands and Saxons, all of which are household words among automobile enthusiasts. Regular shipments of these cars arrive at periodical intervals. All manner of accessories are kept in stock, and in tires, the name of Goodrich is too well-known to need recommendation.

The Central Garage has just finished the construction, in the body department, of two large fourteen-passenger auto-buses to be used between the Central Garage and the Kiangnan Racetrack, or for special events.

The new Cadillac models, which are now on hand, have some special distinctive features in their make, which, as they make the Cadillac a car of even greater merit, are well worthy of inspection.



### What a Hupmobile Demonstration Will Do

WE CAN demonstrate to you that a car of the greatest comfort—a really luxurious car—need not necessarily be costly but buy nor to maintain.

It would be difficult for you to imagine a car that rides more easily than the Hupmobile, or one that provides more comfort for the comfort of the passengers.

You sit on cushions ten inches thick, made of genuine leather ever curled hair and the most resilient cushion springs we can buy.

The long wheelbase, the semi-elliptic springs—long and almost flat—the oversize tires—confer a riding smoothness that is not excelled. These features are doubly valued when you know they are to be had at a moderate price—quality considered—and at a maintenance cost remarkably low.

**Brief Hupmobile Specifications**  
Hupmobile Models: Sedan, 7-seater, 2-seater sedan, and 5-seater and 2-seater with detachable winter tops. Motor: Four-cylinder, 95 m m bore, 140 m m stroke (3 1/2" x 5 1/2"). Transmission: Three forward speeds and reverse; multiple disc clutch. Rear axle floating type, several bevels. Gear: Chain drive, 3.5" on 2 and 5-seater, 3.4" on 7-seater. Tyres: 875 x 105 m on 34" x 4" on 2 and 5-seater, 920 x 120 m on 35" x 4 1/2" on 7-seater. Electric starting and lighting; ventilation; rain visor; steel shield; outside hood; all chrome; front and rear carmine disc; upholsterer; speedometer; ammeter; robe rail, foot rail and carpet in tonneau; non-skid tyres on rear; five demountable rims; tyre carrier; pump, jack and full set of tools. Magneto ignition, wire wheels, special colours, khaki hood and seat covers at small additional cost over list price of car.

Hup Motor-Car Corporation, Detroit, Michigan, U. S. A.

Dealers for all China, except Peking Province:

**THE CENTRAL GARAGE CO., LTD.**

2 Jinkee Road, Shanghai

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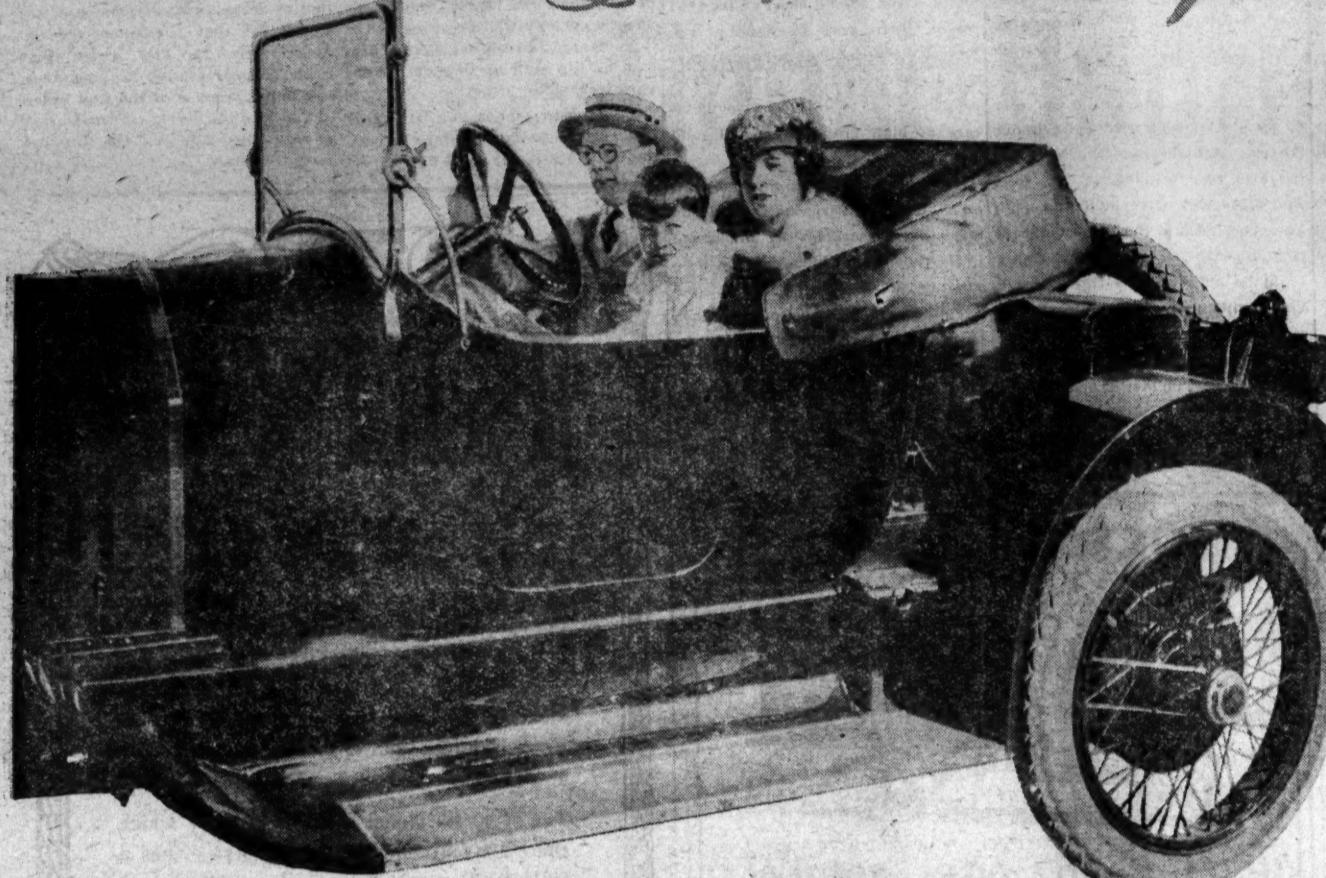
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# The Very Speedy Third Romance of Speeder Tyson



Mr. Tyson, Miss Rose Budd Exiner, Now His Third Wife, and Hamilton Tyson, Jr., Photographed in the Automobile Which Rushed Mr. Tyson and Miss Exiner to the Nocturnal Altar.

## How the Millionaire Record Breaker, After Racing His Autos Even Through the Laws, Ran True to Form in Wedding His Newest Bride

JOHN H. TYSON, the young millionaire devotee of automobile racing, has just rounded out his third matrimonial romance with characteristic celerity. With only a few intimate personal friends in his secret, at a late hour on Sunday night he aroused a town clerk from his slumbers for a license, then whirled his bride and a witness to the nearest justice of the peace who would permit his slumbers to be interrupted, and presently whirled away with his third wife—who was Miss Rose Budd Exiner, a pretty and charming New York girl.

A chauffeur in the employ of John H. Tyson once dragged his trembling body before a judge on the bench, seeking legal relief from the speed mania of his employer that was giving the chauffeur nervous prostration.

If Mr. Tyson's chauffeurs are driven to such extremities, how about that little immortal chauffeur who sits at the steering wheel of Love? Three times has young Tyson thus tested the nerves of Cupid and upon the most recent occasion with the most reckless determination to break all speed records in attaining the marriage altar.

Cupid himself has a highly creditable record for speed, but the recent demands of Mr. Tyson must have caused even Cupid to consider the advantages of "safety first." The facts in the case amply warrant the little Love God's appearance before Jupiter on Olympus with an appeal to be relieved of further duty in attaining the marriage altar.

The accounts of Mr. Tyson's third and latest sprint to the marriage altar leave no room for doubt that he entirely deserves his reputation as an annihilator of time and space. With characteristic celerity he had already been married twice and divorced once. But his latest speed record seems always to encourage this rapid young millionaire to improve on past performances.

On Sunday evening, September 11, John H. Tyson, of Riverside, Connecticut was matrimonially "ree and eligible." In Greenwich, the county seat, most of the inhabitants were in their beds and asleep. Possibly Mr. Tyson had already made up his mind to marry again, but if so he had kept his secret carefully.

The facts show that the sprint started from Riverside after the baseline of ordinary citizens. Without any disrespect being intended, Robert Wellstood, Town Clerk of Greenwich, is included among them. He had no knowledge that Mr. Tyson was ever likely to require his services, and so went peacefully to sleep.

He was awakened by the loud honking of an automobile horn, ratified by an impatient ringing of his doorbell. Sleepily responding, he received Mr. Tyson—still vibrating from the speed made on the first lap from Riverside—who had only one minute and a few odd seconds in which to obtain a marriage license.

Town Clerk Wellstood obliged. He filled out the document, writing in the name of "Rose Budd Exiner, Thirty-seventh street, New York City," added the other necessary legal touches, received his modest fee, and went back to sleep.

Flushed with this first victory, young

Tyson instructed his chauffeur to "throw in the high" and hit only the high places en route to the nearest Justice of the Peace.

This victim of broken slumbers was Justice Albert F. Mead. He was inclined to be insurmountable, and to resent the late ringing of his door bell. But when he realized that his visitor was John H. Tyson with a third marriage as his incentive for breaking speed limit rules, he resigned himself to the inevitable. He could hardly have done otherwise, for the bridegroom and the pretty young bride were accompanied otherwise, for the bridegroom and the pretty young bride were accompanied by Judge James F. Walsh, former Prosecuting Attorney at Greenwich.

Mr. Tyson saw to it that the ceremony was not lengthened by unnecessary technicalities. As speedily as the law allows the knot was firmly tied, and the newly-wedded pair were whirling around the corners on two wheels over the roads back to the Tyson residence at Riverside—not to break the speed schedule, but because a start for the honeymoon trip to Honolulu must be postponed until train time in the morning.

Here occurred the only hitch. The Honolulu start had to be postponed to Tuesday—and in the meantime a leak somewhere confronted the bridegroom with the newspaper reporters shortly after breakfast on Monday.

Mr. Tyson seemed much chagrined at this public discovery of a weak spot in his marriage-honeymoon speed programme. However, he amiably explained that his new bride was the daughter of Mr. and Mrs. Louis Exiner, of No. 187 Lexington avenue, New York City. He added:

"We have known each other for—well—about eight months. We are very happy. There is not another thing to tell."

The new Mrs. John H. Tyson is described as "dark, dainty and very pretty." Latterly she had been living in a luxurious hotel suite in New York City—from which she mysteriously disappeared a few hours before the Greenwich nocturnal excitement above described.

—Evidently there was more than one "leak" in Mr. Tyson's secret get-married-quick plans. It is related that soon after he and his brand-new bride reached the Riverside residence late that Sunday night and were receiving the congratulations of a few intimate friends, a slight cloud of gloom was cast over the festivities by an apparently amiable ghost in the shape of the following telegram:

"Congratulations, dearest boy, and good luck."

Apropos, it was whispered among the guests how attentive Mr. Tyson had been during the Summer to Mrs. Olive Hawley Bass, who was expecting a decision in her divorce action against William L. Bass, a New York lawyer. All mere gossip, of course—how could a maker of all-around speed records be expected to dawdle along the highway of life while judges deliberated over innumerable pages of divorce testimony?

The two previous wives of John H. Tyson received full benefit of his distance-killing passion on four wheels—and otherwise. His first marriage was to Miss Grace Ethel Starr, daughter of Dr. Alfred R. Starr, of New York. There was a wedding reception at the Starr residence. During its progress the bridegroom's chauffeur rolled up to the door in the big car that had recently won the Savannah cup and Briarcliff trophy for Tyson.

Suddenly the bridal pair were missing. Before this discovery was five minutes' old they were speeding over the roads toward Stamford, Conn., in the great racing car. Several cars filled with guests started in pursuit; also others filled with process servers urgently desiring to personally hand Mr. Tyson something he didn't want, but the trophy racer distanced them all, connecting at Bridgeport with a touring car equipped for the honeymoon trip, which made a swift and safe escape to parts unknown.

Two or three years later Mrs. Tyson was suing for divorce, charging, among other faults, cruelty and undue speed of various kinds. While awaiting developments, Mr. Tyson soothed his feelings by breaking some racing records at Palm Beach. By a strange coincidence—though there have been stranger coincidences—the charming young actress from the New York Casino Theatre, Miss Dorothy Storm Davidson, was also staying at Palm Beach, also member of a party at Snug Harbor, the Winter home of the late Joseph Jefferson.

One afternoon Mr. Tyson received a telegram from New York. His wife had secured a decree of absolute divorce. His speedy motor boat was lying at the Snug Harbor pier. Presently his secretary, Frank Thomas, was crossing Hobe Sound in a cloud of spray. Returning in another cloud of spray, he brought a license permitting Mr. Tyson to marry Miss Davidson—"and so they were married."

Mrs. John H. Tyson, number two, died about a year ago, leaving two sons and a baby daughter.

The ruling passion—speed—in the life of Mr. Tyson was gratified even in circumstances which brought him into the enjoyment of independent fortune. He had hardly attained his majority when he inherited about \$3,000,000 under the will of his grandfather, the late George H. Tyson, one of the heads of the American News Company and founder of the Tyson Ticket Agencies.

Three years ago another fortune came to him by the death of his aunt, Mrs. Fannie A. Hamilton. Each of these bequests seemed to inspire the heir Tyson to fresh bursts of speed. For at least a dozen years his speed adventures and the accidents and disasters to life and property incident to them have kept his name prominent in the newspapers.

He had been arrested and fined many times for exceeding speed limits. One of his numerous chauffeurs brought suit against him, claiming \$50,000 damages for injuries to his nervous

Mrs. John H. Tyson, Third, Who Was Miss Rose Budd Exiner and Heroine of the Speediest Marriage on Record.

system "caused by the desperate driving Tyson ordered him to do."

Because of the long succession of automobile accidents alleged to be due to young Tyson's furious driving he won another descriptive title—"The Hoodoo Driver."

While under indictment—afterward quashed—for running down and killing Olat Gunderson, an aged employee of the Columbia Yacht Club, Tyson entered his racing automobile in a hill-climbing contest at Easton, Conn., and it plunged at a speed of sixty miles an hour into a crowd of spectators, fatally injuring one man and maiming five others.

He by no means escaped punishment himself as a result of his reckless driving. Once his famous racing car, Isotta, turned turtle, pinning himself, another man and two women under it. All were badly hurt. While he was driving at the rate of fifty miles an hour near Norwalk, Conn., a chicken making a panic-stricken rush across the road sent his machine crashing into a telegraph pole, seriously injuring himself and another member of his party and completely wrecking the machine.

Mr. Tyson's list of minor casualties, to himself and others, is so long as to be monotonous. At this date those happenings have momentary interest as "contributory evidence" that Mr. Tyson simply had to wake up the Town Clerk and a Justice of the Peace on that Sunday night in Greenwich, Conn.—or risk the loss of his title, which had cost himself (and others) so much to gain.

Mrs. John H. Tyson, Second, Who Died. She Was Miss Dorothy Stone Davidson.

Mrs. John H. Tyson, First Wife, Who Divorced Him. She Was Miss Grace Ethel Starr.

Photo by E. E. Foley

## ALL PARTS OF A CAR REQUIRE ATTENTION

Every Motorist Neglects Something, Often Because Of Forgetfulness

All parts of the present-day automobile require more or less constant attention, but every motorist will neglect something about his car, some one thing, some another. Inattention to some parts is due to inaccessibility, but often it is simply a case of forgetfulness. Most drivers will see that there is oil in the crankcase, water in the radiator, and gasoline in the tank, as these are regular duties, but with many this is about as far as their attention goes. They do not seem to realize that all moving parts, however small, need lubrication and, if not given it, wear is bound to result with the accompanying squeaks and rattles. Grease and oil cups are placed on bearings for the very obvious purpose of supplying lubricant to them and consequently they should be supplied at frequent intervals.

Of all the parts on a car, probably the most neglected are the brake linkage and the springs. The brake rods and connections are located under the floor of the car so that they are rather inconvenient to reach, and one must crawl underneath to fill the grease cups or to squirt a few drops of oil on the numerous shaft bearings and clevis pins. For this reason they are often allowed to go without attention a long time, so that being much exposed to mud and dirt, they wear quickly, thereby weakening those important safety devices, the brakes. These connections should be lubricated at least once every week.

One often hears mysterious squeaks emanating from beneath the car and wonders what causes them. Most likely they are due to the dry spring leaves rubbing over each other or by the bolts in the shackles. If the springs are not provided with self-lubricating inserts, the frame of the car should be jacked up a couple of times a season, or oftener, if necessary, the spring leaves separated, and graphite grease or a paste of flake graphite and kerosene spread between them, a stiff feather being very convenient for the purpose. The grease cups on the spring shackle bolts should be kept filled and given two or three turns every day. Sometimes the holes in these bolts become clogged, preventing grease being forced through, and it is necessary to clean them out, even going so far as to raise the frame of the car and remove the removal of the pins. If lubrication is neglected, one of these bolts may some day break and drop the frame on to the axle. Spring clips sometimes work loose, causing a broken spring so it is well occasionally to see that they are tight.

Although very accessible, many drivers fail to oil or grease the steering columns sufficiently, so that soon there is a good deal of motion at the steering wheel. There is considerable strain and constant, though slight, motion at the steering knuckles so that, being exposed to dirt, they need frequent lubrication to prevent grit working into the bearings. The steering gear case must be kept filled with grease, adding a little each month. Because they do not require frequent attention the front wheel bearings and the ball joints of the rear axles are sometimes overlooked, whereas they ought to be thoroughly cleaned and repacked with fresh grease about every 3,000 miles.

Other parts that often are allowed to go too long without attention are the brake and clutch shaft bearings, the levers and bearings of the self-starters, the transmission, the clutch, the gear shift, wheel bearings. The clutch, if of the type that runs in oil, should be drained once a month, thoroughly flushed with kerosene, and refilled. The transmission and differentials will usually run from four to five months on one filling, but regular inspection will insure proper lubrication. Being somewhat out of sight, the spark and throttle linkages and the bearings of the accelerator pedal are also often out of mind and, when get out of oil, which they need every week or two. Wherever a shaft works inside a tube, as in case of the clutch and brake pedal mechanism, and rust in the tube will cause trouble, the only way to prevent it is to use plenty of oil.

At the universal joints there is a constant, heavy strain so that one need plenty of lubricant and ought to have attention at least once a month. If of the usual enclosed type, the plugs can be removed and grease or heavy oil, as required, forced in with a grease gun, but if of the ordinary cross type enclosed in a leather boot, this should be filled with medium soft grease and tightly laced. Once a season it is advisable to disassemble and thoroughly clean the universal joints.

The electrical system needs little attention, except in the case of the battery which should have distilled water added at intervals of one week in summer and two weeks in winter to make up the loss by evaporation. The acid does not evaporate so it is only necessary to add sufficient water to keep the plates covered. By occasionally testing with an hydrometer, trouble may be made detected for when fully charged each cell will test about 1,300 degrees.

Tires also have to stand their share of neglect, whereas a little attention in filling small cuts, washing off oil, keeping the proper inflation, etc., will add materially to their life. Something that takes but a few minutes to do and yet is seldom done, is to paint the inside of the rims a mixture of flake graphite and turpentine to prevent the heat sticking to the rim. Few drivers, however, will take this precaution, even though it saves a lot of work and trouble as well as possible damage when removing the tires.

Such are most of the parts that suffer neglect to a greater or lesser degree in the modern motor car, but as improvements are made, it becomes easier to give proper attention to the numerous parts.

## U.S.A. Motor Industry's Record In 1916

Compilations of 1916 statistics of the motor industry as made by Alfred Reeves, general manager of the National Automobile Chamber of Commerce, show the remarkable strides made by the American manufacturers during the year recently ended. In brief they are as follows:

Number of motor vehicles built in 1916 ..	1,648,586
Number of pleasure cars built ..	1,556,448
Number of motor trucks built ..	92,138
Retail value of pleasure cars ..	\$928,978,000
Retail value of motor trucks ..	\$166,650,000
Average price per pleasure car ..	\$597
Average price per motor truck ..	\$1,809
Average price per car of both classes ..	\$665
Number of manufacturers ..	400
Number of dealers handling product ..	30,000
Exports of motor vehicles, all classes ..	\$97,000,000
Exports of parts, tires and engines ..	\$47,000,000
Grand total motor exports ..	\$144,000,000
Number of pleasure cars exported ..	58,000
Number of motor trucks exported ..	20,000
Total number of motor vehicles in use in U. S. ..	3,500,000

The doors of the Grand Central Palace swing open on the seventeenth annual New York show with the National Automobile Chamber of Commerce members filled with pardonable pride because of the enormous business done during the year just ended, says the January number of Motor. They boast that this is the first billion-dollar automobile show because of the vast business done during 1916, for facts and figures as compiled by Alfred Reeves, general manager of the N. A. C. C., show the giant strides made by the motor industry.

Counting both pleasure cars and commercial vehicles, General Manager Reeves finds that the retail sales last year exceeded 1,600,000 vehicles, with a retail value of more than a billion dollars, the first time the motor industry ever has reached such a height. Naturally such a statement leads one to wonder as to the average price per vehicle and again Reeves' facile pencil gives the answer—\$665 for all vehicles, or \$597 for pleasure cars and \$1,809 for trucks.

More than 400 companies participated in the production of these 1,600,000 power-propelled vehicles and 30,000 dealers handled the product. The 30,000, however, were not all American dealers, for Uncle Sam did a brisk business in foreign climes as the motor car exports for the year ending June 30 reached a total of \$97,000,000 at wholesale, while the grand export total is increased \$144,000,000 including parts, tires and engines exported.

### 1½ Million Pleasure Cars

Going a little more into detail, we find that the 1916 production consisted of 1,556,448 pleasure cars, valued at \$928,978,000, and 92,138 trucks, valued at \$166,650,000 or a grand total of \$1,095,628,000, figuring the retail price. Our foreign customers took 58,000 passenger cars and 20,000 trucks of a total value of \$106,000,000, exclusive of parts and accessories which add another \$50,000,000. Seventy-four different countries figure on our export list.

Despite these astounding figures, the National Automobile Chamber of Commerce looks for an even better year during 1917. Right now there are more than three and one-half million cars in use in the United States and those who keep their fingers on the public pulse declare that 1917 will see another million and a half of pleasure cars added to this grand total. Assuming that these experts know their business, this would seem to make safe the prediction that the motor industry is still far from the saturation point.

After these stupendous figures have been absorbed, one can turn with pardonable pride to the shows which confront us—the Grand Central Palace affair, the Importers' Salons and the Chicago show—feeling confident that these exhibitions will back up the Reeves statistics. The Grand Central Palace looks particularly impressive with ninety-six car manufacturers scheduled to exhibit and with 224 manufacturers of accessories and parts ready to add to the attractiveness of the display.

The Palace show this year is not quite so strong numerically as last January's but this is not caused by lack of interest. The growing ranks of the car manufacturers caused Sam Miles to be more liberal than usual and he cut the space of the accessories people and thus let in

havoc with the cylinders, the pump and the inlet and outlet water pipes. The owner usually has to buy a new radiator before he can put his car into service again, besides having to stand the cost for the labor of replacing with the new. And the expense does not always end with this work.

Summary of the opinions of motor car manufacturers as to the value of various anti-freeze solutions shows a decided preference for denatured alcohol and glycerine. The proportions for the use of the alcohol depend upon the temperature. It will require a 5 per cent solution of alcohol to prevent freezing at 25 degrees above zero, and a 23 per cent solution will take care of the water system down to zero. As low as 19 degrees the solution should be 30 per cent, and if the mercury happens to drop to 15 degrees below the percentage should be 35 per cent of alcohol, whereas 10 more degrees below will require a 40 per cent solution.

Alcohol has one undesirable feature, however, and that is its evaporating propensities. But, if you will take the trouble to add a small amount of glycerine to the alcohol as you prepare it for the motor, you will reduce the evaporation rate. Regarding the glycerine, the unbleached variety which may be procured at practically any drug store is cheapest and best.

### Clean Cooling System Passages

Once each year, at least, owners should thoroughly clean the passages of the cooling system, for in a year's use the walls of the radiator cells or tubes, the cylinder jackets, etc., may become covered with a layer of scale or other substance which will not allow heat to pass through it readily. The rubber-and-composition tubing from the engine to the radiator often has an inner portion which may collapse and block the water

### Do It Now

Now, after operating the car in snowy and rainy weather for a few months, make an inspection of those parts which are likely to suffer because of the entrance of water. It is surprising how much water can

get into the steering gear case through the very narrow cracks between the halves or parts. Dismantle the case, clean it thoroughly with kerosene and refill with grease. If you do not wish to dismantle it, at least, remove the filling plug and inject a little grease. This is the time to inspect and repack the wheel bearings and other hidden parts such as universal and brake connections.

### Winter Tire Care

A slight cut in the tread of a tire may mean the loss of the tire in a short time. If the cut is through the tread, rubber allowing the fabric to show, it is certain much damage will be done if the cut is not plugged immediately. Water and dirt can enter through the cut and water and dirt are injurious to the fabric of the casing.

### Care of Upholstery

How often do we see cars with the metal strips loose around the running boards? And all because the maker has driven in a few nice-looking round-headed nails instead of using screws to hold them in place. Get some round headed brass screws and use these to replace the nails wherever the strips tend to come out, which is almost everywhere they are used. The screws will keep the strips in place and prevent them from loosening.

Another place that needs looking after in many cars is the door pockets. These usually are cheaply made and seen to be held on by fasteners more than by material things, so when they are apt to tear loose at the corners because they are often fastened to the wooden strips on the door. Here again the round headed screws can be used to advantage. But as the pockets are black, the screws should be of the round headed steel variety with the heads blued to make them dark and prevent rusting. These and prevent rusting. The strips which hold the linoleum on the floor can also be improved by using short brass screws, especially at the corners.

Now, after operating the car in snowy and rainy weather for a few months, make an inspection of those parts which are likely to suffer because of the entrance of water. It is surprising how much water can

## CENTRAL GARAGE, LTD., HAVE NEW MANAGEMENT

### This Company Handles Best Known Makes of Cars, Including Overland, etc.

The Central Garage Co., Ltd., is now operating under new management in both its general and engineering branches. Mr. R. R. McKeown, who has charge of the mechanical departments, has recently arrived from the Cadillac Factory in Detroit. He has been connected with the automobile industry for seventeen years, and during the short time he has been with the company, he has demonstrated his ability to handle all work pertaining to machine-shop, accumulator-charging,

and repairing radiator and fender departments, blacksmithing, vulcanizing and tire departments, and hire car department.

The Central Garage handles the well-known lines of Cadillacs, Hupmobiles, Overlands and Saxon, all of which are house words among automobile enthusiasts. Regular shipments of these cars arrive at periodical intervals. All manner of accessories are kept in stock, and in time, the name of Goodrich is too well-known to need recommendation.

The Central Garage has just finished the construction, in the body department, of two large fourteen-passenger auto-buses to be used between the Central Garage and the Kiangwan Racetrack, or for special events.

The new Cadillac models, which are now on hand, have some special distinctive features in their make, which, as they make the Cadillac a car of even greater merit, are well worthy of inspection.



### What a Hupmobile Demonstration Will Do

WE CAN demonstrate to you that a car of the greatest comfort—a really luxurious car—need not necessarily be costly to buy nor to maintain.

It would be difficult for you to imagine a car that rides more easily than the Hupmobile, or one that provides more comfort for the comfort of the passengers.

You sit on cushions ten inches thick, made of genuine leather over curled hair and the most resilient cushion springs we can buy.

The long wheelbase, the semi-elliptic springs—long and almost flat—the oversize tyres—confer a riding smoothness that is not excelled. These features are doubly valued when you know they are to be had at a moderate price—quality considered—and at a maintenance cost remarkably low.

### Brief Hupmobile Specifications

Hupmobile Models: 2-seater, 2-seater sedan, and 5-seater and 2-seater with detachable winter tops. Motor: Four-cylinder, 95 m m bore, 140 m m stroke (36" x 51"). Transmission: Three forward speeds and reverse; multiple disc clutch. Rear axle floating type, spiral bevel gears. Front axle with semi-elliptic springs, with helical lined. Long wheel base 119" on 2 and 2-seater, 134" on 7-seater. Tyres 875 x 105 m m or 34" x 4" on 2 and 2-seater, 920 x 120 m m or 35" x 45" on 7-seater. Electric starting and lighting, ventilation, rain visor, sun visor, outside hood, quick-starting, oil curtain, diamond plate carriers; deep upholstered hood; speedometer; ammeter; robe rail, foot rail and carpet in tonneau; non-skid tyres on rear; five demountable rims; tire carrier, pump, jack and full set of tools. Magneto ignition, wire wheels, special colours, khaki hood and seat covers at small additional cost over list price of car.

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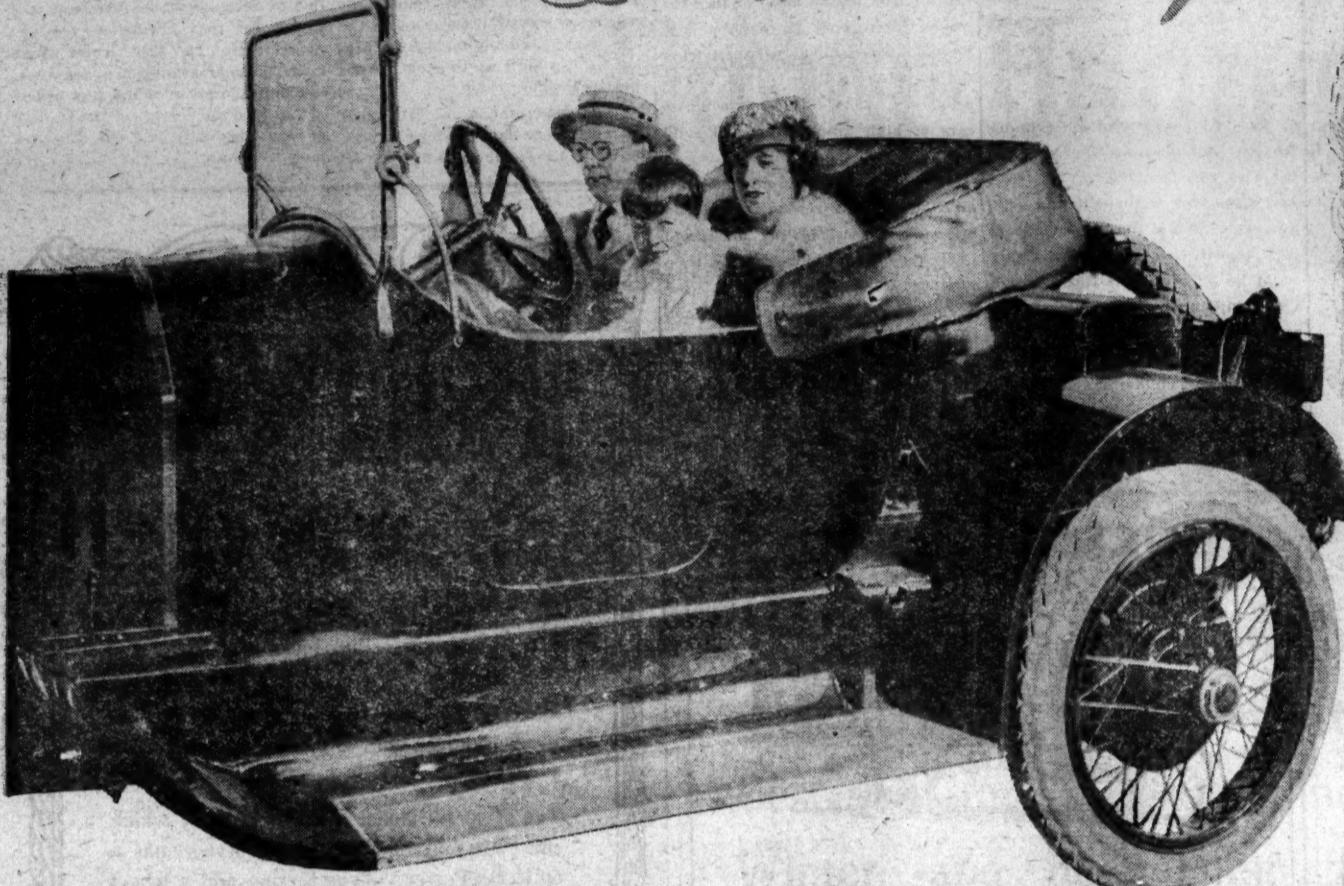
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# The Very Speedy Third Romance of Speeder Tyson



Mr. Tyson, Miss Rose Budd Exner, Now His Third Wife, and Hamilton Tyson, Jr., Photographed in the Automobile Which Rushed Mr. Tyson and Miss Exner to the Nocturnal Altar.

## How the Millionaire Record Breaker, After Racing His Autos Even Through the Laws, Ran True to Form in Wedding His Newest Bride

JOHN H. TYSON, the young millionaire devotee of automobile racing, has just rounded out his third matrimonial romance with characteristic celerity. With only a few intimate personal friends in his secret, at a late hour on Sunday night he aroused a town clerk from his slumbers for a license, then whirled his bride and a witness to the nearest justice of the peace who would permit his slumbers to be interrupted, and presently whirled away with his third wife—who was Miss Rose Budd Exner, a pretty and charming New York girl.

A chauffeur in the employ of John H. Tyson once dragged his trembling body before a judge on the bench, seeking legal relief from the speed mania of his employer that was giving the chauffeur nervous prostration.

If Mr. Tyson's chauffeurs are driven to such extremities, how about that little immortal chauffeur who sits at the steering wheel of Love? Three times young Tyson thus tested the nerves of Chauffeur Cupid, and upon the most recent occasion with the most reckless determination to break all speed records in attaining the marriage altar.

Cupid himself has a highly creditable record for speed, but the recent demands of Mr. Tyson must have caused even Cupid to consider the advantages of "safety first." The facts in the case amply warrant the little Love God's appearance before Jupiter on Olympus with an appeal to be relieved of further duty in attaining the marriage altar.

The accounts of Mr. Tyson's third and latest sprint to the marriage altar leave no room for doubt that he entirely deserves his reputation as an annihilator of time and space. With characteristic celerity he had already been married twice and divorced once. But his latest speed record seems always to encourage this rapid young millionaire to improve on past performances.

On Sunday evening, September 11, John H. Tyson, of Riverside, Connecticut was matrimonially "ee" and eligible. In Greenwich, the county seat, most of the inhabitants were in their beds and asleep. Possibly Mr. Tyson had already made up his mind to marry again, but if so he had kept his secret carefully guarded.

The facts show that the sprint started from Riverside after the bedtime of ordinary citizens. Without any disrespect being intended, Robert Wellstood, Town Clerk of Greenwich, is included among them. He had no knowledge that Mr. Tyson was ever likely to require his services, and so went peacefully to sleep.

He was awakened by the loud honking of an automobile horn, ratified by an impatient ringing of his doorbell. Sleepily responding, he received Mr. Tyson still vibrating from the speed made on the first lap from Riverside—who had only one minute and a few odd seconds in which to obtain a marriage license.

Town Clerk Wellstood obliged. He filled out the document, writing in the name of "Rose Budd Exner, Thirty-seventh street, New York City," added the other necessary legal touches, received his modest fee, and went back to bed.

Flushed with this first victory, young

Tyson instructed his chauffeur to "throw in the high" and hit only the high places en route to the nearest Justice of the Peace.

This victim of broken slumbers was Justice Albert F. Mead. He was inclined to be insurant, and to resent the late ringing of his door bell. But when he realized that his visitor was John H. Tyson with a third marriage as his incentive for breaking speed limit rules, he resigned himself to the inevitable. He could hardly have done otherwise, for the bridegroom and the pretty young bride were accompanied by Judge James F. Walsh, former Prosecuting Attorney at Greenwich.

Mr. Tyson saw to it that the ceremony was not lengthened by unnecessary technicalities. As speedily as the law allows the knot was firmly tied, and the newly wedded pair were whirling around the corners on two wheels over the roads back to the Tyson residence at Riverside—not to break the speed schedule, but because a start for the honeymoon trip to Honolulu must be postponed until train time in the morning.

Here occurred the only hitch. The Honolulu start had to be postponed to Tuesday—and in the meantime a leak somewhere confronted the bridegroom with the newspaper reporters shortly after breakfast on Monday.

Mr. Tyson seemed much chagrinned at this public discovery of a weak spot in his marriage-honeymoon speed programme. However, he amiably explained that his new bride was the daughter of Mr. and Mrs. Louis Exner, of No. 187 Lexington avenue, New York City. He added:

"We have known each other for—well—about eight months. We are very happy. There is not another thing to tell."

The new Mrs. John H. Tyson is described as "dark, dainty and very pretty." Latterly she had been living in a luxurious hotel suite in New York City—from which she mysteriously disappeared a few hours before the Greenwich nocturnal excitement above described.

Equally there was more than one "leak" in Mr. Tyson's secret get-married-quick plans. It is related that soon after he and his brand-new bride reached the Riverside residence late that Sunday night and were receiving the congratulations of a few intimate friends, a slight cloud of gloom was cast over the festivities by an apparently amiable ghost in the shape of the following telegram:

"Congratulations, dearest boy, and good luck."

Apropos, it was whispered among the guests how attentive Mr. Tyson had been during the Summer to Mrs. Olive Hawley Bass, who was expecting a decision in her divorce action against William L. Bass, a New York lawyer. All mere gossip, of course—how could a maker of all-around speed records be expected to dawdle along the highway of this life while judges deliberated over innumerable pages of divorce testimony?

The two previous wives of John H. Tyson received full benefit of his distance-killing passion on four wheels—and otherwise. His first marriage was to Miss Grace Ethel Starr, daughter of Dr. Alfred R. Starr, of New York. There was a wedding reception at the Starr residence. During its progress the bridegroom's chauffeur rolled up to the door in the big car that had recently won the Savannah cup and Briarcliff trophy for Tyson.

Suddenly the bridal pair were missing. Before this discovery was five minutes old they were speeding over the roads toward Stamford, Conn., in the great racing car. Several cars filled with guests started in pursuit; also others filled with process servers urgently desiring to personally hand Mr. Tyson something he didn't want; but the trophy racer distanced them all, connecting at Bridgeport with a touring car equipped for the honeymoon trip, which made a swift and safe escape to parts unknown.

Two or three years later Mrs. Tyson was suing for divorce, charging among other frailties, cruelty and undue speed of various kinds. While awaiting developments, Mr. Tyson soothed his feelings by breaking some racing records at Palm Beach. By a strange coincidence

at Palm Beach. By a strange coincidence

to himself and others, is so long as to be monotonous. At this date those happenings have momentary interest as "contributory evidence" that Mr. Tyson simply had to wake up the Town Clerk and a Justice of the Peace on that Sunday night in Greenwich, Conn.—or risk the loss of his title, which had cost him (and others) so much to gain.

One afternoon Mr. Tyson received a telegram from New York. His wife had secured a decree of absolute divorce.

His speedy motor boat was lying at the Snug Harbor pier. Presently his secretary, Frank Thomas, was crossing Hobe Sound in a cloud of spray. Returning in another cloud of spray, he brought a license permitting Mr. Tyson to marry Miss Davidson—and so they were married.

Mrs. John H. Tyson, number two, died about a year ago, leaving two sons and a baby daughter.

The ruling passion—speed—in the life of Mr. Tyson was gratified even in circumstances which brought him into the enjoyment of independent fortune. He had hardly attained his majority when he inherited about \$3,000,000 under the will of his grandfather, the late George H. Tyson, one of the heads of the American News Company and founder of the Tyson Ticket Agencies.

Three years ago another fortune came to him by the death of his aunt, Mrs. Fannie A. Hamilton. Each of these bequests seemed to inspire the heir Tyson to fresh bursts of speed. For at least a dozen years his speed adventures and the accidents and disasters to life and property incident to them have kept his name prominent in the newspapers.

He had been arrested and fined many times for exceeding speed limits.

One of his numerous chauffeurs brought suit against him claiming \$50,000 damages for injuries to his nervous



Mrs. John H. Tyson, Third, Who Was Miss Rose Budd Exner and Heroine of the Speediest Marriage on Record.

system "caused by the desperate driving Tyson ordered him to do."

Because of the long succession of automobile accidents alleged to be due to young Tyson's furious driving he won another descriptive title—"The Hoodoo Driver."

While under indictment—afterward quashed—for running down and killing Olaf Gunderson, an aged employee of the Columbia Yacht Club, Tyson entered his racing automobile in a hill-climbing contest at Easton, Conn., and it plunged at a speed of sixty miles an hour into a crowd of spectators, fatally injuring one man and maiming five others.

He by no means escaped punishment himself as a result of his reckless driving. Once his famous racing car, Isotta, turned turtle, pinning himself, another man and two women under it. All were badly hurt. While he was driving at the rate of fifty miles an hour near Norwalk, Conn., a chicken making a panic-stricken rush across the road sent his machine crashing into a telegraph pole, seriously injuring himself and another member of his party and completely wrecking the machine.

Mr. Tyson's list of minor casualties, to himself and others, is so long as to be monotonous. At this date those happenings have momentary interest as "contributory evidence" that Mr. Tyson simply had to wake up the Town Clerk and a Justice of the Peace on that Sunday night in Greenwich, Conn.—or risk the loss of his title, which had cost himself (and others) so much to gain.

Mrs. John H. Tyson, Second, Who Died. She Was Miss Dorothy Stone Davidson.

Mrs. John H. Tyson, First, Who Divorced Him, She Was Miss Grace Ethel Starr.

## MAXWELL AND INDIAN ARE VERY POPULAR

### Eastern Garage Announces Imminent Arrival of Shipments of New Models

A further shipment of Indian Motor-Cycles is expected to arrive within a few days, according to an announcement made by the Eastern Garage, local agents and distributors for Shanghai and the Yangtze Valley. This shipment is sure to be in great demand, for it will consist of the newest patterns of the 1917 model. The 1917 models differ in that the featherweights are 2½ horse power, fitted with four-cycle, two-cylinder motors. The new models are bigger and have enlarged gasoline tanks. The color will be red, with black and gold lines. All the 1916 models imported have been sold, and orders are now rushing in advance for the 1917 cycle.

News has been received that the first shipment of Roamer cars, for which the Eastern Garage are the local agents, will arrive shortly. These cars while of American make are built on British lines, and are similar in construction to the Rolls-Royce car.

That Maxwell cars have become favorites with the motoring public of Shanghai is without doubt. With the exception of two cars, the whole of the third shipment has been disposed of. The next shipment is due at the beginning of this month. It should be mentioned that the Eastern Garage stocks a full line of automobile accessories, and maintains an expert repairs department.

It is only necessary to observe the Shanghai streets to see the popularity of the Indian motor-cycle and the Maxwell Car, and this popularity will be enhanced when the new models arrive, which have a charm of their own. A demonstration will be arranged later.

### Standardization of Cars

To advance further toward complete standardization of motor cars, the following ideas could be put into practice and not hamper progress or effect individuality of cars:

Rear springs should be brought to a standard in shape and method of attaching. Nearly all cars have adopted the semi-elliptic spring for the front, but for the rear there are all shapes and sizes with as many methods of hanging. It wouldn't be a very difficult proposition for automobile manufacturers and spring makers to settle on a certain standard type that would be just as satisfactory for the rear as the present front springs are in their place. Replacements could be more easily made.

Detachable rims are made with many different styles of fastenings, bolts, wedges, etc. There is no advantage gained. Tire tools for one make of car won't do for another make. A standard rim with standard fittings is needed.

Instead of having split differential housings and integral ones with inspection plates, one type—preferably the integral—should be adopted. They are easier to inspect and to

## New Sport At Palm Beach



MRS. A. D. HEERIN IN HER RED BUG. (O. A. S.)

Above is a photograph of Mrs. Arturo de Heerin, of Philadelphia, in the "Red Bug," her toy racing auto, in which she has won several events in the Palm Beach "Red Bug" races.

Society, ever on the lookout for a new sensation, has gone mad over racing in toy machines, which are built somewhat on the lines of a child's buckboard.

assemble correctly. They don't open up and lead lubricant.

Rear axles are made semi, three-quarter and full floating. It would be better for all makers to adopt one type.

Spark and throttle levers are placed beneath the wheel and on the wheel. The proper place for these levers is on the wheel, and makers should adopt this as standard.

Spark plugs are made in all sizes and threads. While different sizes may be necessary, one thread only is needed.

Clutches are made with cones and plates. Cone clutches are very prone to bite, and need a lot of attention to keep them in good working condition. When compared with the disc clutch, the disc would make a good clutch for universal use.

Electric headlights that glare are a nuisance. Dozens of different devices are offered to prevent this glare. The manufacturers should get together and equip their cars with a glare remover of standard design.

Clutch pedals are made in many designs; some fit the feet well, and some don't fit at all. How much better if these parts had a standard shape.

Gear sets should be standard. The position of the control lever for low, intermediate and high should be the same for all cars. Same applies to reverse.

Some manufacturers use U. S. standard bolts and nuts throughout on their cars. Others use A. L. A. M. bolts and nuts. U. S. standard can be purchased at any hardware store for replacements, but the A. L. A. M. bolts and nuts are difficult to procure. U. S. should be adopted as standard.

The idea that standardization and

gratifying evidence that its engineers had correctly gauged the wishes of the motoring public, and that the sales department had accurately planned its selling campaign.

The next year 5,448 cars were built and sold. And again there were many unfilled orders on hand at the close of the season.

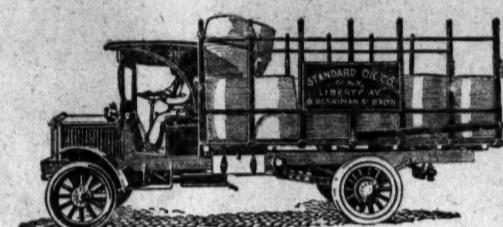
Following these initial successes the year's product was expanded both in quality and price of the car, while practically the same output was maintained. 5,500 cars were manufactured and distributed during the year.

During 1914 there were built and sold 7,000 high-grade six-cylinder cars. These went to all parts of the world. And at the close of its 1914 season there were on hand at the factory 3,000 unfilled orders. During the period from June 1, 1915, to December 1, 1916, 8,000 six-cylinder cars of high grade were built and sold.

The entire factory is now at work on the new series—the Hudson Super-Six—described and illustrated in this book—of which 30,000 will be produced during the year 1916.

The record of the company has been an uninterrupted series of successful and profitable years. Its cars have always been suited so ideally to the wants of the public that its output, huge though it is, has never yet satisfied the demand.

## FEDERAL LORRIES



### Have Proven Their Worth

The Standard Oil Company has selected FEDERAL Motor Lorries. Recognition from concerns of this type with a world-wide reputation, is proof of FEDERAL superiority.

FEDERALS are built with care and precision to last for years. They are the leaders in their field. No motor lorry is built better than the FEDERAL.

The best evidence of satisfaction in the use of FEDERALS is the fact that 62% of FEDERAL Sales are repeat orders.

Five capacities—1 ton, 1½ ton, 2 ton, 3½ ton, and 5 ton. Worm Drive exclusively.

### FEDERAL MOTOR TRUCK COMPANY

*A Company of great financial strength and stability.*

DETROIT, MICHIGAN  
U. S. A.

Export Department  
18 Broadway, New York City, U. S. A.  
Cable Address: Lockwood, New York

*Awarded the Only Gold Medal at the Panama-Pacific Exposition.*

## STAR GARAGE COMPANY DOES LARGE BUSINESS

### Chandler and Chevrolet Cars And Fisk Tires Are in Growing Popular Demand

The almost palatial premises, in the Moorish style, erected by the Star Garage Co. in the Bubbling Well Road, are now a familiar landmark in Shanghai, and Mr. A. Cohen, the proprietor, may well be proud of the large garage and automobile business that he has built up in such a comparatively short time.

The repair shops, on the first floor, are up-to-date in every respect, and all work is supervised by expert

foreigners. The garage, with the entrance from Bubbling Well Road, is probably the most spacious in Shanghai.

The Company are agents for the Chandler-Six and Chevrolet automobiles, two distinct types of car. Both of these, although well within the reach of the man of modest means, are handsome, stylish, powerful, and comfortable, and it is not surprising that they are so rapidly becoming popular in Shanghai.

Besides automobiles and the usual line of accessories, the company are agents for that handsome, red-top, non-skid tire, the Fisk, which apart from the smartness of its appearance, is a mileage giver of the first order.

The hire car service of the Garage is very up-to-date, and the rates are most moderate.

# KING

### 8-Cylinder Automobiles

THE most economical cars for their power built in America, yet offering the utmost in luxury and riding comfort. The King was the first moderate-priced "8" on the market and is now operating in greater numbers the world-over than any other 8-cylinder car except one.

The powerful Model E E Chassis—for which there are four handsome body styles—has a 60 Horse-Power V-Type Engine and a wheel base of 120". Each body style provides generous storage space and all King cars are delivered completely equipped in every detail.

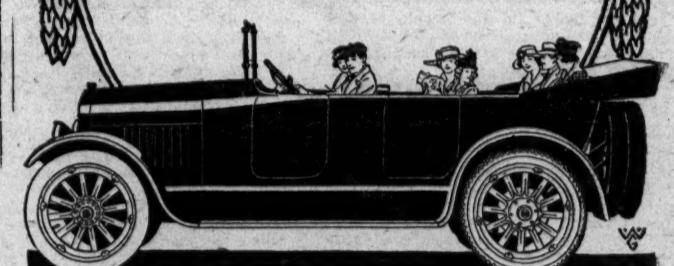
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7-passenger Sedan  
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200 claims already paid in Shanghai to the complete satisfaction of car-owners.

Prospectus from C. E. SPARKE, Insurance Office,  
44 Kiangse Road; Telephone No. 54; Agent for

REASONABLE

RATES

EXCESS INSURANCE COMPANY, LTD.,  
whose assets exceed £900,000.

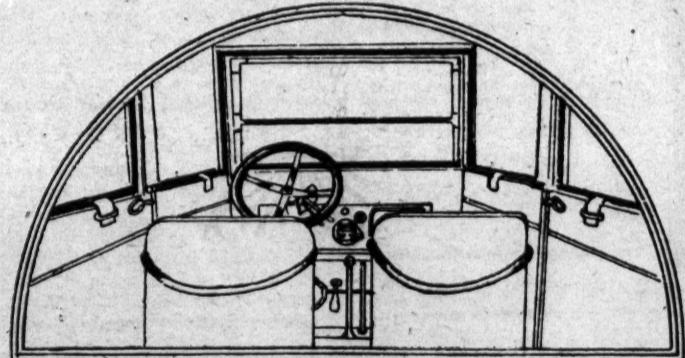
COMPREHENSIVE

COVER

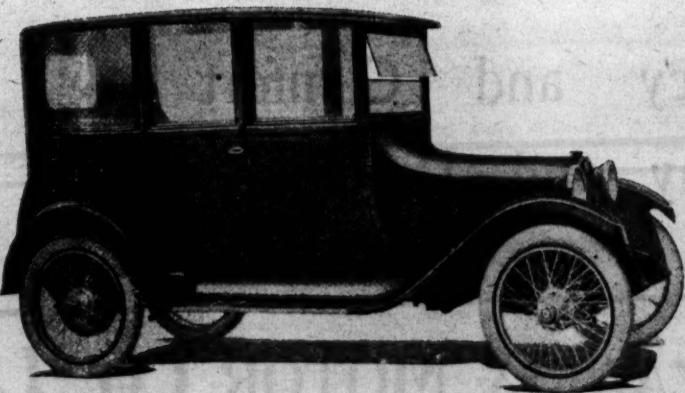
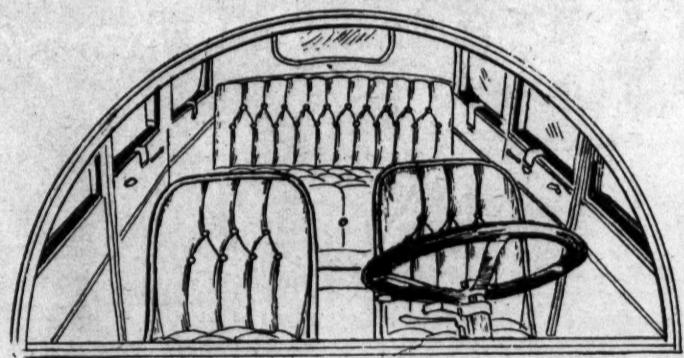
# DODGE BROTHERS CONVERTIBLE SEDAN

A car such as you would expect from Dodge Brothers. A pleasing combination of smartness and comfort. Designed for Summer and Winter, and built complete in Dodge Brothers' Works.

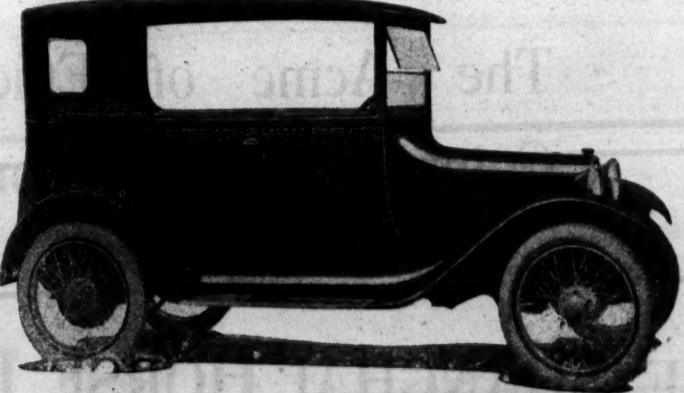
A Car in a Class by Itself.



INTERIOR VIEWS



Closed for Winter



Open for Summer

AGENTS:

**GASTON, WILLIAMS & WIGMORE**

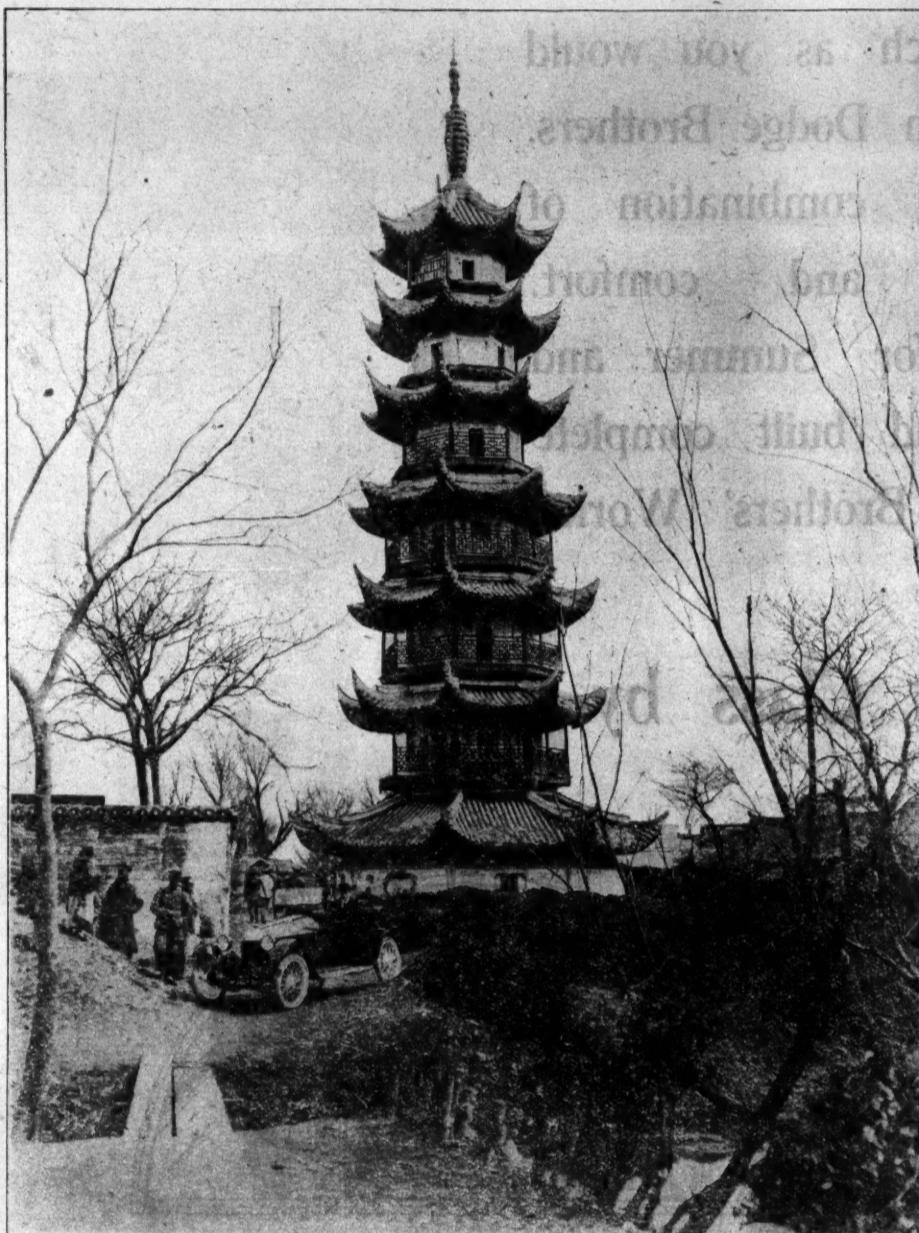
Far Eastern Division, Inc.

SHANGHAI

Telephones: Nos. 608, 609, 610.

# SCRIPPS-BOOTH

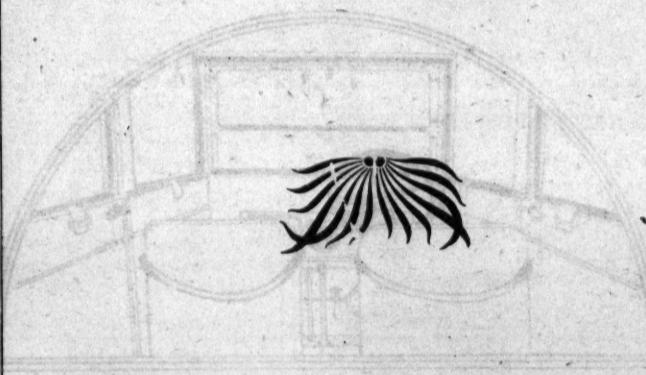
25 H.-P. Roadster



A SCRIPPS-BOOTH AT LOONHWA PAGODA



The Car  
that runs  
from 18 to  
23 miles on  
a gallon.



The Acme of Efficiency and Comfort  
Combined with Economy and Durability.

THE SHANGHAI HORSE BAZAAR & MOTOR CO., LTD.

SOLE AGENTS

Garage Telephone No. West 1213

GASTON WILLIAMS & MCGOWE